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ASSOCIATION OF FOOD TECHNOLOGISTS TO RECEIVE CHARTER

The Florida Association of Food Technologists has recently been granted a regional section charter by the Institute of Food Technologists. The latter is the national professional society of food technologists and numbers in its membership the leading food scientists of this country. This is marked recognition of the professional status and the work of the Florida group.

The institute has a membership of approximately 2,000 technologists. Up to the present time charters have been granted to only the following regional groups—New York, northern California, northeast United States, St. Louis, and Chicago.

Temporary officers of the Florida group are:

President, J. L. Heid, Florida Citrus Canners Cooperative.

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Your home is the most dangerous place of all, according to the National Safety Council, which points out that more accidents occur in the home than anywhere else.

OUR COVER PICTURE

Plans for the post-war period include use of massive passenger planes, such as this proposed 204-passenger Consolidated Vultee ship to be the Pan American Airways Clipper of the future.

HOW TO BUY A GOOD SECOND-HAND CAR

Observe these rules to get your money's worth in buying a second-hand car, in case you can't get one of the 200,000 new cars scheduled to roll off assembly lines by 1946.

Remember a good 1936 automobile is superior to an abused 1942 model and that a dealer's guarantee covers only the first month's use by the customer. Too many prospective buyers become elated over a brightly painted "lemon" when they should examine the advantages of a car still bearing the scars of use.

Always try the steering wheel for play, with wheels straight. If it's more than two and three-quarters inches it means the car has had plenty of wear and tear.

Proof of good axle assembly is found in testing the front wheels. With both hands, pull and push the top of each front wheel. If there is a clicking sound, chances are the bearings are worn. Check the front end. If the fenders don't fit perfectly into the chassis, the car has been in an accident.

You can detect a burned-out clutch by hand-pressing it down. Free motion should be between one-half and three-quarters inch. No free play indicates hard wear or burnt-out facing.

On hydraulic brake systems, push the pedal as far as it will go and hold the pressure for at least 30 seconds. If the pedal slowly sinks to the floor under constant pressure, it shows a leak or punctured diaphragm.

Beware of a clean engine. A dirty one indicates no recent repairs. Examine the back of the radiator core for signs of soldering. If there are some, the car probably has been in a head-on collision.

With a string or tape, measure the exact distance between the rear and front wheels on each side. If uneven, the car most likely has a bent axle or a shifted rear-end assembly.

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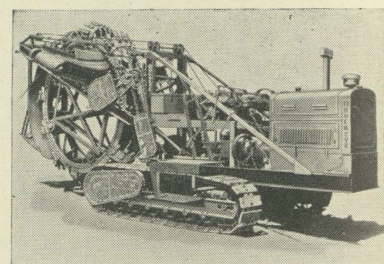
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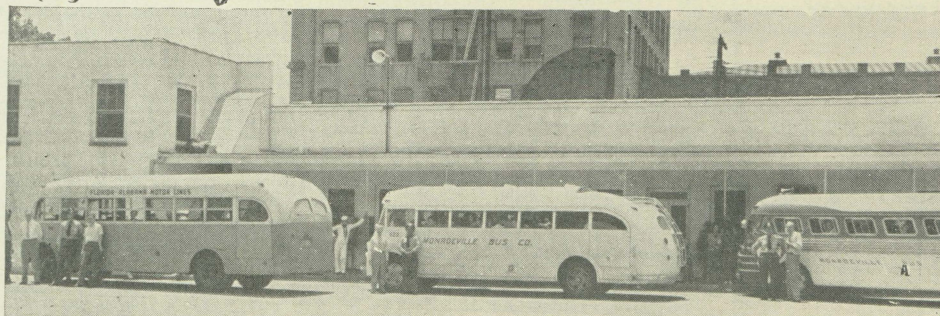
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FLORIDA HIGHWAYS

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JOHN KILGORE, Tallahassee.....Editor
J. E. ROBINSON, Winter Garden.....Publisher

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A magazine of general circulation and general public interest dedicated to construction and improvement of Florida highways, to traffic safety, public education and all that these imply in the future development of Florida resources and possibilities. Not published at State expense. Manuscripts and pictures intended for publication should be addressed to the editor. Contributions of pictures and reading material are welcomed, but publisher accepts no responsibility for their loss. Permission is hereby given to newspapers and other publications to reprint material contained herein (unless specifically restricted in the title of the material) provided proper credit is given Florida Highways, Reg. U. S. Pat. Off. Subscription price, \$2.00 per year; single copies 25 cents. Published monthly and entered as second class matter July 11, 1941, at the postoffice at Winter Garden, Fla., under the Act of March 3, 1879.

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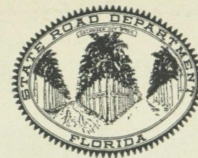
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EDITORIALS

FLORIDA'S FUTURE IN AVIATION DEVELOPMENT

IT IS AXIOMATIC that aviation will develop remarkably after the war. It is no less obvious that Florida occupies an enviable position from every standpoint to participate heavily in that development.

Aviation will grow after the war because it is the modern method of transportation, excelling all others in speed and equal to nearly all others in safety. Aviation will not supplant older and slower means of transportation but will supplement them by the addition of a means to speed passenger traffic, express, and light freight. As in other departures from older systems, aviation will make more business and while it will absorb an increased share of the total load, the general gain in trade and traffic will give the older system more, not less, business to handle.

Aviation will grow rapidly after the war because we have acquired facilities and skills during the war which will be readily available for civilian air functions. It will not be necessary to hold back commercial aviation until plants have been expanded to turn out planes, until personnel has been trained as pilots, navigators, and officials. All of this has been done. As soon as the war ends the Nation will find itself with more plants and machinery than will be necessary to fill the skies with airliners. The army, navy, and marine corps will release more trained airmen than will be needed to pilot, service, and direct the planes. Everything is ready.

Florida will gain from the expansion of aviation because Florida is a gigantic natural airport properly located to handle the business. Few if any other regions in the world are as naturally adapted to aviation as Florida. Our State is low and level for the most and, even in the areas with rolling hills, construction of landing strips is an easy and inexpensive task. The sky overhead is remarkably clear nearly every day in the year and the climate is unusually warm. There is probably more good flying weather with fewer hazards over Florida than anywhere else in the United States. With no mountains, no blizzards, few windstorms, Florida has everything to facilitate air travel and nothing to hamper or retard it.

Florida will grow with aviation because our State is at the corner of the continent and on the crossroads of air routes. Florida extends down between the Gulf of Mexico and the Atlantic Ocean to a point not far removed from the peninsula of Yucatan in Mexico, just a scant 90 miles from Havana, Cuba, and within easy cruising distance of the Panama Canal and the northern coast of South America. It lies on the safest year-round, route to Africa, Europe, and Asia via Brazil. Across Mexico the Pacific coast is within easy flying distance.

Florida will grow as aviation develops because Floridians are alert and air-minded. Florida's State government and local government have aided aviation from the first. Airports were built in cow pastures as soon as anyone had planes they wanted to put into the air. Landing strips were paved and lengthened as rapidly as commercial aviation developed uses for better facilities. Right now dozens of Florida cities have plans drawn for bigger and better landing strips and more commodious accommodations for passengers and aviation business. Florida is wide awake and taking advantage of every opportunity as soon as or a little sooner than it appears.

The 1945 legislature, following Governor Caldwell's advice, left aviation free to grow rapidly and to take any course that opens up. This result was brought about by avoiding any attempt, at this stage, to regulate the aviation industry. The Federal government, it was believed, imposes plenty of regulations and State control should wait until the industry has had a little more chance to show where it is going and in which direction it is developing. We do not know much yet about aviation. For all the great and rapid growth it has had since the Wright Brothers flew a motorized crate at Kitty Hawk, it is so young and so robust that no one is able to predict with any reasonable degree of certainty just what to expect from it next.

State legislation, at least in Florida with its short session every 2 years, is more rigid than Federal control. The State government has no means for changing a law until the next session of the legislature, whereas a Federal agency can, if it will, change regulations overnight.

It is not safe or easy to predict which of Florida's communities will develop most rapidly. There are evidences that Miami, Jacksonville, Tampa, Pensacola, Tallahassee, and Orlando are destined for greater things in this field. Miami is making a strong bid to become one of the air capitals of the continent. Jacksonville has been for generations the State's most important transportation crossroads and seems likely to retain that position in respect to interstate and intrastate air traffic even though Miami holds a lead in international transportation by air. Tampa has been alert to aviation from the first and occupies a strategic position on continental air routes enhanced by the development of facilities there at Drew and MacDill fields. Pensacola is the aviation Annapolis and appears to have other advantages which will cause development there of aviation facilities. Tallahassee, not only because of its position as the State capital but also because it is on a cross road of important air routes stands to grow in this field. Orlando seems to be the logical interior aviation center of the State. These are, of course, nothing more than guesses based on the apparent present trends. Aviation is not limited to (Continued on page 27)

FLORIDA

By JANET PANCOAST

FLORIDA, IMPORTANT in Spanish days of conquest as a colony closely interwoven in Caribbean trade, is once again taking a leading part in inter-American relations as an aviation-wise State, celebrating 100 years of statehood this year. Recent advancement in Florida's commercial air transportation facilities, in spite of war-time limitations, point toward an unprecedented post-war high in development of fast low-rate routes to points in North, Central and South America for passenger and cargo planes.

More and more are airplanes becoming accepted as a mode of travel and cargo shipment. As terminals for lines engaged in international as well as domestic travel, Florida cities will play an important part in the development of air transportation. The end of the war will see commercial airlines establish a full-fledged advertising program featuring Florida's many attractions in order to increase passenger traffic. Shipped by air express, Florida's tropical fruit delicacies will find widespread markets.

Especially important to the State is its geographical position, which routes inter-American air

travel and commerce through its gateways.

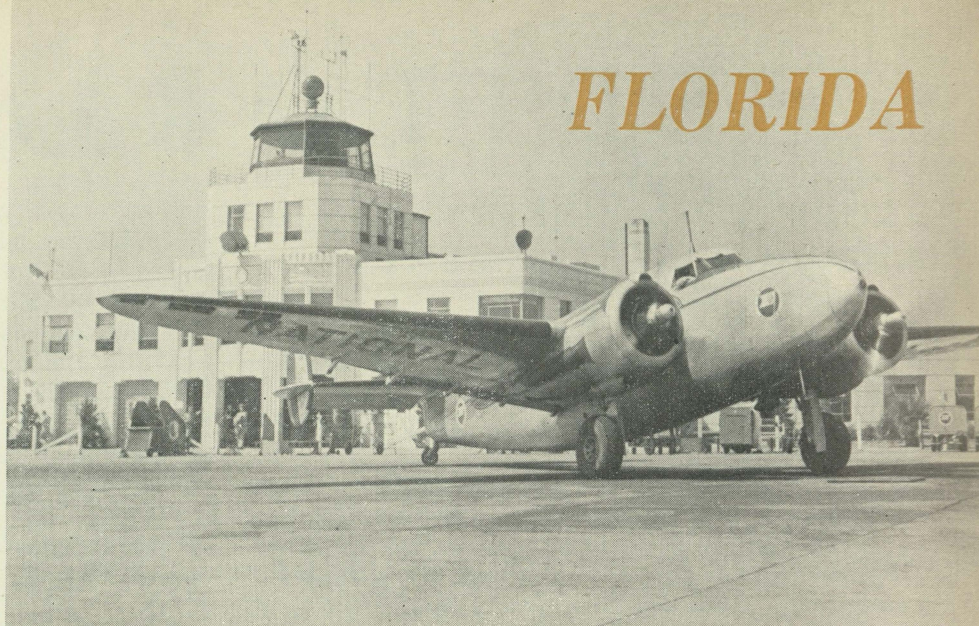
There has been much recent expansion by Pan American World Airways in service into the Caribbean and Latin American countries. In this area Pan American's international service and nationalized affiliated companies today serve more than 300 trade centers, covering an area two and one-half times the size of the United States, with a population of almost 128,000,000. The Latin American division is the largest in the Pan American system.

Since 1928 when the company was first located at Miami, Inter-American traffic has grown from

1,200 passengers during the first year to more than 95,000 passengers through the Miami gateway during the year 1941. The Miami terminal is now the busiest international airport in the world. During 1943 a large maintenance base was completed there, to service planes carrying passengers and cargo, upon which emphasis has recently increased.

Out of Miami cargo-carrying clippers fan out over five great trunk routes to the Caribbean, Central and South America. Pan American has estimated that in post-war days, in all its operations, it will handle about 30,000,000 pounds of air express annually, as compared with the 1,700,000 pounds carried in the pre-war year of 1941.

Domestic service to and from Florida has also been expanded. Eastern Air Lines inaugurated two new passenger flights December 20, 1944 to connect Tallahassee, Tampa, and Miami with St. Louis, Atlanta, and other points. This company serves the State of



Above is shown one of National Airlines' fleet of record-breaking Lockheed Lodestars at the Jacksonville Municipal Airport, where NAL headquarters.

Pictured here (at left) is the modern terminal at the Pan American Airways amphibious base at Dinner Key, south of Miami, where planes arrive from Cuba, Nassau, and South America.

Shown on opposite page is one of Eastern Air Line's fleet of planes loading for its New York run at the 36th Street Airport in Miami.

FLORIDA HIGHWAYS

"AVIATION WISE"

Florida, with 17 incoming flights and 17 outgoing flights every day. Nine of these schedules connect this State with New York, six with Chicago, and one with St. Louis, including many in-between points and connections with other airlines. There are 16 round trips to these cities carrying passengers and air express and one all-cargo round trip between New York and Miami.

The greatest growth in its history was shown by National Airlines in 1944. This expanded service included many Florida cities. In February National began service into Key West, and in the summer months inaugurated flights into the Palm Beaches, as well as into Sarasota-Bradenton. On October 1, National began service directly up the Atlantic Coast into New York City. National's inaugural of New York service attracted over 4,000 people who paid admission to watch the inaugural ceremonies, at which the official address was delivered by Mayor Fiorello La Guardia. Camellias from Tampa's DuPree Gardens and Tampa cigars were flown on this flight, focusing attention on Florida products. Subsequent flights saw oranges sent by Al Lodwick of Lakeland to Guy Lombardo, Governor Thomas Dewey, and Mayor La Guardia. Grapefruit and other Florida products were also sent from Sarasota-Bradenton.

Even greater expansion in both the domestic field and the international field is to be expected in 1945 and the years following as new equipment becomes available and present limitations are lifted. Traffic to and from South America via the airways is expected to increase at a rapid rate. Seventy-five percent of the country's production lies east of Chicago, making Miami the logical gateway for inter-American freight to and from the east.

Pan American's proposed expansion into the field of mass transportation will bring air travel within the reach of the average

man and will open new fields to manufacturers in both North and South America who have been limited to domestic outlets for their products. Using advanced-type, four-engined aircraft to provide through express between the United States and the most important Latin American centers, Pan American plans sharp reduction in flying time and great reduction in passenger fares, some as low as 3½ cents a mile.

Cargo, at present averaging 80 cents per ton mile, would be transported at rates averaging 25 cents per ton mile, with some tariffs as low as 10 cents for some types of classified cargo on long haul traffic. Active currently in transporting materials vital to the war effort and hemispheric defense, Pan American planes are bearing rubber and quartz crystals from Brazil to the United States, quinine from South American jungles, and ship repair parts to the Canal Zone.

The proposed Pan American fleet, operating multiple daily schedules, would provide for as much as 11 times the total number of passengers carried by both air and sea transports between the United States and Latin America in the last pre-war year. Sleek

new ships will be twice as large as present Clippers, which are still the largest commercial transports in use anywhere in the world. The ships would carry more than 100 passengers. Many of the planes will cruise at 300 miles per hour, and pressurized cabins will permit comfortable flying over bad weather in the stratosphere at four-mile altitudes.

Increased operations includes expansion of air terminals. Miami, New Orleans, and Brownsville, Texas, are the present terminals for the Latin American division in the United States. The company has also asked the Civil Aeronautics Board for permission to operate from Tampa, New York, Houston, and Los Angeles.

Also desiring to conduct operations in the Latin American area, National and Eastern have both applied for flights to southern points. Eddie Rickenbacker's Eastern has applied for routes from Tampa and Miami to Havana, and from Havana southward to Jamaica, Colombia, and the Panama Canal Zone. National has filed applications to fly from New York, Washington, D. C., Charleston, Jacksonville, and Miami, via Bermuda, the Azores, to Europe and to Africa. They also applied to



fly into the Caribbean and other Latin American countries.

Latin American service is not confined to United States airlines. Foreign companies also use Miami as a terminal for international air operations. One of these is TACA, well-known Central American airline. Beginning operations in Honduras in 1932 with second-hand flight equipment and no governmental subsidy such as United States airlines had, TACA has normally obtained over 50 percent of its gross income from the transport of air cargo. Its passenger rates have also been proportionately low, remarkably so when one considers that in many cases the alternative mode of travel is by muleback, or afoot.

Other foreign companies with scheduled air routes to Miami are Compani Nacional Cubana de Aviacion, S.A., operating between Miami and Havana; and the Royal Dutch Air Lines, connecting Miami with the Netherlands West Indies, Jamaica, Haiti, and Cuba; and Expreso Aereo Inter-Americano, S.A., flying between Miami and Havana.

More foreign companies are planning to use Miami as the United States terminal. In late November 1944, both Panama and El Salvador, in statements filed with the international Civil Aviation Conference, announced their intention to operate air routes to Miami.

Effectiveness of Florida in the field of inter-American air trade and transportation will be made possible only through continued expansion of airlines to meet the flow of traffic and to provide direct low-rate routes from Midwest and Southern cities of the United States to Florida terminals to save time and money for travelers and shippers who want through traffic to points in Central and South America.

Some through service is offered now, but companies are planning to make full use of this type of service after the war. Eastern on November 1 extended its service to Boston, giving travelers from New England, for the first time direct one-carrier service to the cities of Florida. Application has

been made to the Civil Aeronautics Board for routes, which when granted, will give Florida direct one-carrier service to Detroit, Cleveland, Toledo, Pittsburgh, Minneapolis, St. Paul, and Montreal and service to numerous additional cities on present routes.

Eastern has also filed application for direct routes across the Gulf of Mexico to connect New Orleans with Tampa, West Palm Beach, and Miami, cutting the flying time between Miami and New Orleans from 12 to 3½ hours. Chicago and Southern Airlines has also proposed to fly from New Orleans to Tampa and Miami. National has filed applications for a network of feeder routes over Florida, Georgia, Alabama, Mississippi, and eastern Louisiana.

Not only are new routes being added, but air transportation is expected to be carried on in the domestic and in the international fields on a new high level. The future possibilities of air express are the subject of much research. But commodities heretofore unavailable because they were too perishable to be shipped far, such as certain fruits and flowers, can be sent to far-flung markets well within the spoilage time limit. Citrus and perishable fruits and vegetables, fish, and table delicacies can be exchanged in a manner up to now impossible.

Items now carried by air express will be shipped in even greater volume as rates are reduced. Some of these are baby chicks, medicines, flowers, newsreels, magazines, newspapers, optical goods, repair and replacement machinery parts, samples, stockings, laces, and works of art.

In the post-war era air transportation will be on a mass basis when the much-needed facilities become available.

Eastern in 1944 added several planes to their fleet. It now has 34 planes in use and has signed contracts to purchase a fleet of giant Lockheed Constellations and Curtiss CW-20 Commandos. The four-engined Constellations will seat 48 passengers and will be convertible as sleeper planes for 34 persons in berths. The Commandos are much larger than the

DC-3's used now. The Constellation, with a cruising speed in excess of 300 miles an hour and a nonstop range of 3,000 miles, will be able to maintain such fast schedules as: New York to Miami, four and one-half hours; New York to Atlanta, three hours.

National also contracted for millions worth of aircraft, ranging from 42 to 66 passenger capacity. Delivery of these aircraft is expected to start in the early summer this year.

Air cargo will be carried in greater quantities by large flying ships. The 72-ton Martin Mars Flying boat, the world's largest aircraft, now flying freight for the Navy between San Francisco and Hawaii, will carry cargo for as little as 10 cents a ton mile after the war, Dr. John B. Crane, economic research director for Glenn L. Martin Aircraft, predicted recently. Martin hopes to develop a land plane that will carry cargo as cheaply.

Florida is making plans for the expected emphasis on air transport. When he was in office, Governor Spessard L. Holland appointed a State Aviation Committee, comprised of Rep. Goodwin M. Nillson, V. J. Obenhauer, Jr., MacDonald Bryan, representing National Airlines, Senator Wallace E. Sturgis, Arthur Corry, Charles Moon, representing Eastern Air Lines, Rep. W. W. Stewart, W. B. Haggerty, and Al Lodwick, Lodwick School of Aeronautics. Through this committee are funneled all legislative matters pertaining to commercial aviation. The committee makes its recommendations directly to Governor Millard Caldwell.

Florida, definitely aviation-wise, is making plans for its future in the air world. It will see much commercial airline activity in the near future.

Secret: Something that is hushed about from person to person.

A poll taken among the students of the Florida State College for Women revealed that with 918 voting, 477 favored coeducation at both the University of Florida and the Women's College. 384 favored it only for the University, 58 opposed it and 15 favored coeducation only at FSCW.

Florida Looks Ahead . . .

THE EXPENDITURE of at least \$2,000,000 on Jacksonville's two municipal airports and the construction and expansion of several smaller fields by private operators, are the immediate post-war aviation development plans for the city of Jacksonville.

A bill which would empower the city to spend \$500,000 on each airport, with the approval of the taxpayers, has been steered through the Florida legislature by Thos. C. Imeson, commissioner of airports. This money, it is planned, will be matched by Federal funds when bills pending in congress are passed.

More than 25 airline companies from all sections of the United States have filed applications with the Civil Aeronautics Board in Washington to serve Jacksonville. With this in mind, the aviation division of the Chamber of Commerce, headed by Alfred C. Ulmer as chairman, and the Jacksonville commission, have worked hand in hand for the development of the two present airports which will rank among the finest in the United States.

A number of these airlines seek to establish operational bases in Jacksonville, as well as to use the city as a terminal and jumping-off point for South America, the Caribbean, and the West.

Visualizing the increased use of planes in the transportation of freight by air, Commissioner Imeson and the chamber's aviation division are now laying plans for the construction of freight terminals at Municipal Airport No. 1, to be served by both the railroads and truck lines.

Goods to be shipped by air to all sections of the country, will be stored in this central warehouse and then placed aboard the planes as they arrive on schedule. City Engineer W. E. Sheddan has been asked to include the warehouse space in plans for the development of this airport.

Looking forward to the time when airplanes also will be used extensively to transport perishables, Commissioner Imeson and other city officials also have set aside space at this airport for a huge pre-cooling plant. Shortly after the war, Florida oranges, grapefruit, celery, strawberries, and many other perishables grown in this State, will be carried by fast refrigerated air express to all sections of the United States, South America, and Europe, it was brought out.

Airport No. 1 was established in 1927 and is modern in every respect. Many improvements have been made since that time and this field currently has a value of well over \$10,000,000. It covers 980 acres and has five paved runways, one of 7,200 feet, two of 7,000 feet, one 5,000 feet, and another 4,500 feet in length.

All of these runways are 140 feet wide with the exception of the east-west strip which has a width of 200 feet. Looking forward to larger and faster planes, the 5,000-foot runway has an additional 1,000 feet

available at each end which has been cleared and stabilized. All of these runways are served by paved taxi strips. There also is considerable paved ramp area and adequate automobile parking space.

Field facilities at the present time include a modern lighting system with runway contact lights, boundary lights, range lights, a 36" revolving beacon, etc., all operated from the control tower. The airport presently is under the jurisdiction of the U. S. Navy.

A new and modern administration building accommodates such terminal facilities as waiting rooms, offices for the air lines, the various government agencies, including modern Weather Bureau facilities, airway traffic control, radio facilities, teletype, all latest communication apparatus and post office facilities.

This building also contains a control tower completely equipped with modern radio, simultaneously transmitting and receiving on intermediate and high frequencies for facilitating landings and take-offs. The Civil Aeronautics Administration maintains offices for several of its various branches at the airport and a modern restaurant is located in the administration building.

In addition to the present administration building and other facilities is a new and larger building from which covered ramps will lead to the parked airliners. A part of the \$1,000,000 earmarked for this airport will be spent on these facilities.

Due to the increased commercial and military activities at Airport No. 1 and looking forward to a post-war fluctuation in private flying, the city acquired 1,274 acres of land just prior to the war and constructed a second airport, now known as Craig Field.

Grading, drainage facilities, and the construction of two paved 4,000 foot runways, together with the necessary taxi strips, has been completed. A new 36" beacon has been installed and contact lights placed along the runway system.

Municipal Airport No. 2 (Craig Field) located on Atlantic Boulevard, midway between Jacksonville and the beaches, is being developed to accommodate private fliers. Post-war plans call for the erection of a modern lounge, restaurant, tennis courts, swimming pool, and hangar space to take care of a large number of private planes of all sizes. Accommodations also are planned for overnight visitors who may wish their planes repaired and serviced during the layover.

This airport is now under lease to the Navy and also is being used by the Civil Air Patrol in its training activities.

If there develops considerable sea-borne air traffic from Latin America, Jacksonville offers to such aircraft sheltered and iceless facilities second to none in the United States. The waters of the St.

Johns River are now used extensively by the Navy in training their pilots in the use of PBY's. Flights direct from waters of the world by seaplane to the wide St. Johns River are a distinct possibility and are being included in post-war plans for the city's aviation future.

The development of Jacksonville's third airport came as a result of the war when the Navy took over Municipal Airports 1 and 2. Hart Airport, a 360-acre all-sod field, is operated by a flying school and construction of the second all-metal hangar has just been completed. Additional hangars will be built as soon as priorities permit and plans are being made for at least two paved runways.

Another private field, yet to be announced, is in the making, and the city of Jacksonville Beach, located 16 air miles from Jacksonville is only awaiting the release of necessary equipment before starting its municipal airport.

Jacksonville bids fair to rank among the first in the country in post-war aviation.

Miami, World Air Capital

Until final policies are determined for the disposition of airports taken over by the government for Army and Navy use, it will not be possible to formulate the entire aviation program for Miami. The former Miami Municipal Airport and the International Airport were acquired by the government for Navy use but may be returned after the war. The Army has constructed extensive facilities but it is not yet possible to determine whether they will be continued in service by the Federal government after the war or whether they will be available under some arrangement for use by the community.

Regardless of the disposition of Army and Navy fields the following aviation developments are in progress:

The Greater Miami Port Authority has purchased from Pan American Airways the 36th Street Airport situated between Le Jeune Road and Red Road in the north-western section of the city. Aside

from Dinner Key which is a seaplane base, this is the only terminal in metropolitan Miami which is available for commercial use and is now being used by the Pan American Airways, Eastern Air Lines, National Air Lines, Royal Dutch Airlines (KLM) and those engaged in charter service.

By legislative act the authority for harbor and aviation development has been transferred from the Greater Miami Port Authority to the Dade County commission but the former agency is continued in power until the 36th Street Airport purchase is consummated.

A Class V airport has been planned in Biscayne Bay on an island which is an enlargement, to the north and west, of Virginia Key. This island will have an area in excess of 2,000 acres and will accommodate runways up to 10,000 feet in length.

Dade County is constructing a causeway which will serve this island and Biscayne Key to the southward. In the recently passed rivers and harbors bill, congress has approved an expenditure of \$5,781,000 for the channel and basin work incident to the harbor expansion and for filling the island to proper grade. The plans for this terminal are still under study and are, therefore, subject to modification with the possible extension of the island itself to the northward.

The Dade County commission is

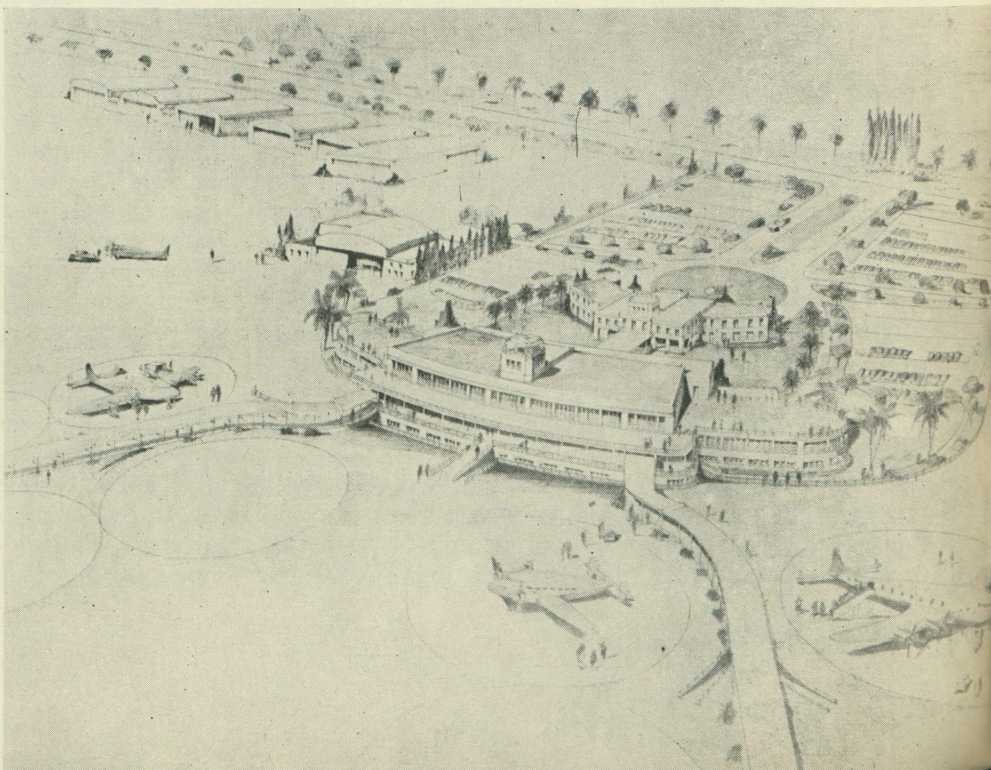
making arrangements to acquire approximately 3,000 acres of land to the west of the metropolitan district to assist in encouraging development of aviation and particularly private flying.

Orlando Alive to Aviation

Orlando has long been known as outstanding among Florida's progressive cities, and this fact has been particularly apparent in the development of facilities for air transportation.

As early as 1926 the city, with characteristic farsightedness, acquired land adjacent to the eastern limits of the municipality and began the construction of a modern airport. This was the beginning of Municipal Airport No. 1, and has grown from a field consisting of three runways with a maximum length of 2,600 feet to the present facility with six runways, 200 feet wide with a maximum length of 5,500. A paved taxiway surrounds the entire field, expediting the handling of the heavy air traffic, which consists of military, commercial, and private aircraft. The field has a complete lighting system, four runways being equipped with contact marker lights.

Municipal No. 1 is equipped with radio range beacon as an aid to navigation; local traffic is directed visually or by radio from modern



control tower; complete weather information may be secured from the United States Weather Bureau, with office in the administration building of the airport. The airport provides fuel and servicing for private and commercial aircraft.

Scheduled air carrier service is furnished from the field by Eastern Air Lines, National Air Lines, and by Orlando Airlines, the latter an intrastate carrier currently operating between Orlando and Jacksonville and Orlando and Tallahassee, via Ocala.

When it appeared that the military operations would preclude any civilian operation from the field, the city purchased land six miles south of the airport and proceeded with the construction of Municipal No. 2 in 1942. However, since this was a more practicable field for some phases of Army operations than was the close-in No. 1, the Army took an exclusive lease on this field for the duration, thus permitting continued use of Municipal No. 1 for civilian operations.

Therefore, the city of Orlando now has two airports, rating Class IV and V, the highest classifications of present-day fields. The city's claim to be "the air capital of Florida" is not an idle one, as is proven by the plans of several regional distributors of the products of large manufacturers, both of aircraft and aircraft parts and accessories, to make Orlando their seat of operations for post-war activity.

Construction will soon begin on an addition to the present administration building, to provide additional badly needed office space. Other plans affecting Orlando's position in post-war air transport, as well as providing for the needs and desires of the private airman, have either been drafted or are now being drawn.

Tallahassee In Tune With Times

Tallahassee Municipal Airport, known as "Dale Mabry Field" was leased to the Army before the beginning of the war as a training

base, with the stipulation that it be used jointly by the Army and the city. Throughout the entire war regular scheduled airlines have operated through Tallahassee. However, during the extensive training, the city restricted civilian flying on the field. Within recent months, these restrictions have been lifted and now there is private flying in and out of the field, provided planes have two-way radios. Practice flying at present is prohibited due to the training of army personnel.

This area has now been approved by the CAA as a landing area and is so designated. The city operates from the north side of the field and the Army from the east side.

At present there are ten regular schedules operating in and out of Tallahassee; also, a local schedule between Tallahassee and Orlando, stopping in Ocala, operated by Thomas E. Gordon. In the near future, it is hoped there will be more of these shuttle routes coming into Tallahassee, in addition to the schedules of the main airlines.

There are three paved runways 300 feet in width of sand bituminous construction, the NE/NW being 5,200 feet in length, the N/S runway a mile in length and the E/W runway 4,800 feet in length, with taxi strips around the entire field.

The city at present owns one small hangar which is used for housing private planes, and shop

space in the lean-to. Gas is distributed to private planes, both the Eastern and National Airlines having their own gas pits.

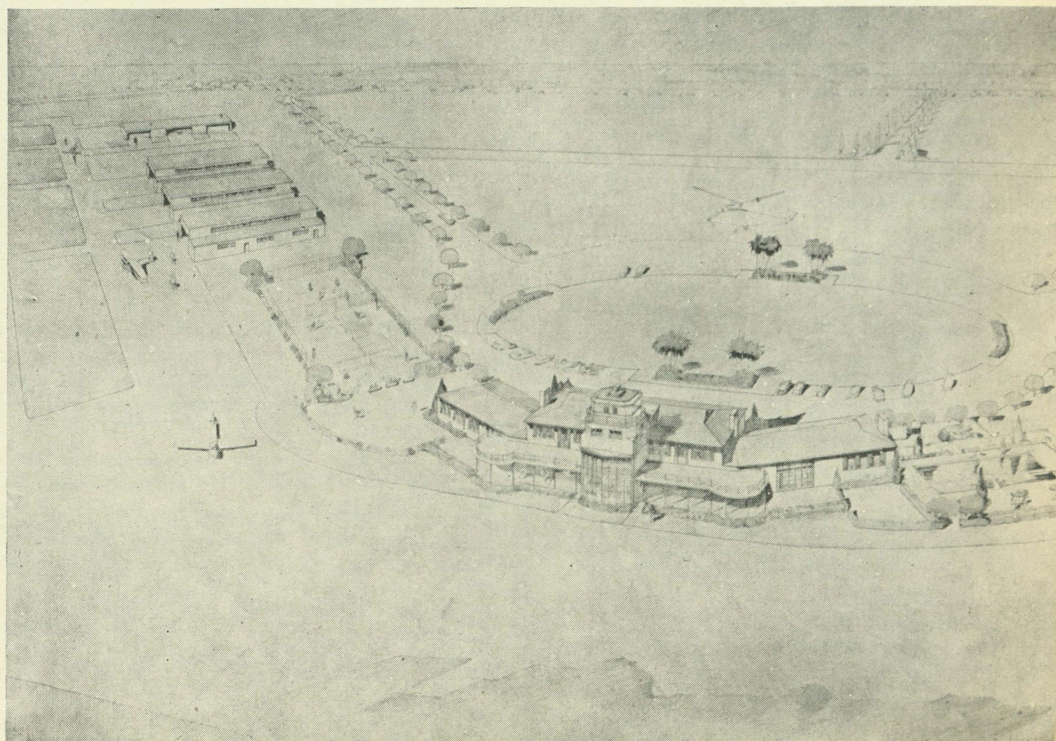
The administration building is located adjacent to the hangar and is only a temporary building, in which is housed the National and Eastern Airlines' offices, the CAA and the Weather Bureau. It is the plan of the city, as a post-war project, to construct a modern administration building to house the airlines, as well as the CAA and the Weather Bureau.

Dale Marby Field was sponsored by the Claude Sauls Post No. 13 of the American Legion of Tallahassee and dedicated on Armistice Day 1929.

Dale Marby Field, Tallahassee's airport, consists of 200 acres of land situated three miles west of the city, south of and adjoining Road 19. Application has been made to the Federal government for a C2X rating. The land was purchased by the city for the low cost of \$7,0075.00. Road 19 is paved all the way into the city and beyond to the hydro-electric plant.

The city commission officially designated the airport "Dale Mabry Field" on November 11, 1929, which name was suggested by A. H. Roberts. Dale Mabry was a son of Tallahassee. He lost his life at the controls of the dirigible Roma on the last voyage of that ill-fated ship.

The American Legion sponsored



a program of dedication and exhibition on November 11, 12, and 13, 1929. Attending this celebration were nine U. S. Army ships, seven U. S. Navy ships and twenty-five private ships. Thousands of people from Florida and Georgia attended.

Tallahassee is at the crossroads of air routes between Miami, Tampa, Atlanta, and the Northwest; Jacksonville, Pensacola, New Orleans, and the West, and is prepared to take advantage of transportation through the air.

Tampa Is Air Minded

Tampa is hopeful that in the very near future it may enjoy service to both Havana and New Orleans.

At present Tampa is served by Eastern Air Lines with through service to Chicago, New York, and Memphis and by National Air Lines to New York and New Orleans via Jacksonville. These two trunk lines not only connect Tampa with the principal national centers of air traffic but also afford excellent State service to Tallahassee, Jacksonville, West Palm Beach, Miami, Key West, and intermediate points.

Peter O. Knight municipal airport is located at the south tip of Davis Islands just two miles from the center of downtown Tampa. This airport also affords an excellent landlocked harbor specially constructed for handling and servicing seaplanes. The administration building was designed to accommodate all services required by the Civil Aeronautics Authority both present and future, including the U. S. Weather Bureau.

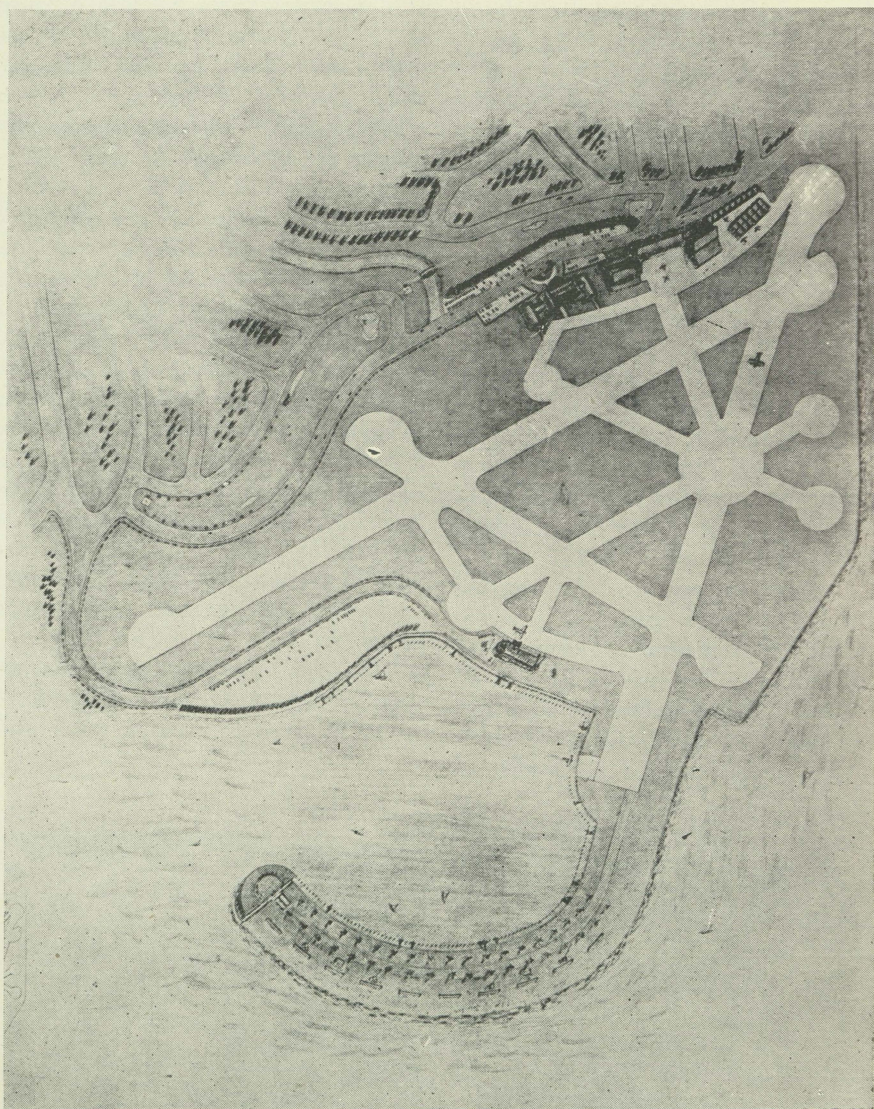
Henderson-Hillsborough airport, approximately nine miles north of Tampa, is owned by the county of Hillsborough, being part of a tract of 2,800 acres, now under lease to the U. S. Air Corps. This is a fourth-class airport with 5,000 foot runways, and is complete except for administration building, which is a part of the post-war aviation program. Henderson airport is capable of any expansion or length of runways required. Land has also been reserved, two miles long by a half mile wide, for indus-

trial development, germane to airports, and for railroad interchange, which is readily accessible to the port. This port has been pronounced one of the finest airport developments in the country due to its location, excellent drainage, and unobstructed approach. Many of the pilots of the fastest fighting ships have received their training at this center.

The Aero Transport Corporation will soon inaugurate a freight cargo service from Peter O. Knight airport to Havana, Cuba, and Car-

ibbean ports. This company has a fleet of twenty Stranrear flying boats of 20,000 pounds gross weight capable of transporting from a six to seven thousand pound pay load. Five of these boats are now based at Tampa awaiting arrangements to go into service. Officials of the company have indicated that the cargo freight rates will be approximately 50 percent of the present existing air express rates.

The legislature has just passed a bill creating the Hillsborough



Peter O. Knight Airport—The most ideally located and beautiful land and seaplane base on the West Coast of Florida, with potential expansion requiring most modest expenditure to accommodate local and international seaplane commerce, student training, display and sale of modern equipment as well as being the tourist and businessman's private field.

An ideal base for an international air and yachting regatta with one of the most attractive and sheltered sheets of water existing anywhere.

A natural base easily adapted to the development of sportsmen boating and sailing completing a picture of sound merchandising for the profitable and successful development and operation of a beautiful air base.

County Airport Authority whose duty is it shall be to take over the management and operation of county-and city-owned airports. This bill creates a five-man board to be appointed by the governor, to consist of the mayor of Tampa, the chairman of the board of county commissioners and three others. The board members receive no pay but may employ a manager and prescribe his duties and compensation. The board has powers of lease and concession, shall make an annual budget subject to the approval of the county budget board and has power of assessment not to exceed three-quarters of a mill annually.

Both the city of Tampa and the county of Hillsborough have, by resolution, expressed themselves to the Civil Aeronautics Board that they stand ready, willing and able to meet any demands which may be necessary for the development of air facilities in Tampa. With this assurance from our political units, Tampa citizens view the future air picture most hopefully.

Pensacola, Annapolis Of The Air

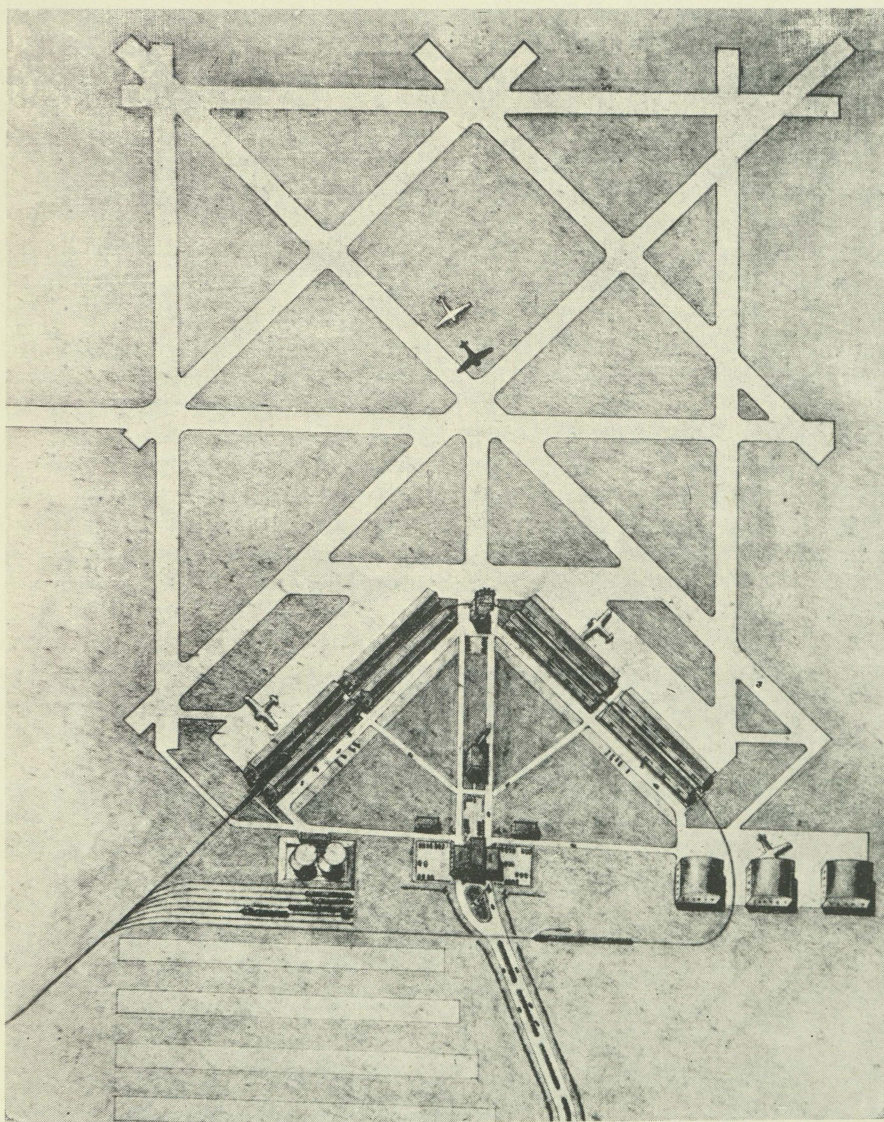
Pensacola is presently on a National Air Lines run between New Orleans and Jacksonville and they

use the facilities of the municipal airport.

This airport has recently been reconditioned. It has four asphalt completely resurfaced runways of 5,000 feet each and 200 feet wide. There is a complete set of taxiways, a complete drainage system, and modern lighting system. A new temporary administration building has been built and there is a radio let-down procedure published for this field. The tower is in operation 24 hours a day and complete crash equipment is also available 24 hours a day.

At about the time of the abandonment of the old Navy Yard at Pensacola in 1911 a series of experiments in aviation had convinced American naval authorities that the fleet of the future could operate more efficiently with the aid of aircraft. Accordingly, on August 30, 1913 the Navy's General Board, headed by Admiral George Dewey, USN, hero of Manila Bay, recommended to Secretary of the Navy Josephus Daniels that aviation be established as an integral part of the naval establishment. Six weeks later, on October 9, 1913, the Secretary of the Navy appointed a seven-man board, headed by Captain W. I. Chambers, USN, to select a permanent site for aviation training purposes. The old Navy Yard at Pensacola with its year-around flying weather, landlocked bay, and numerous facilities capable of conversion, was the board's unanimous choice.

Prior to this congress had appropriated \$25,000 for naval aviation in the naval appropriations act of 1911-12 and Captain Chambers had been directed to devote his full time toward the development of naval aviation. In negotiating contracts with the Wright Brothers for one plane and with Glenn Curtiss for two planes, Captain Chambers awarded the contract on the basis of one pilot trained for each plane purchased. Accordingly, in the spring of 1911, Lieut. J. H. Towers, USN, reported to the Curtiss' camp and Lieut. John Rodgers, USN, to the Wrights', Lieut. T. G. Ellyson, USN, having been trained previously by Curtiss.



Henderson Field—A modern airport with natural utility possesses well-built runways and perfect approaches ideal for the transport of air cargo. The terminal is perfect for the concentration and distribution of the millions of pounds of Hillsborough County products destined to travel by air.

On the delivery of the aircraft, an aviation camp was established on Greenebury Point just across the Severn River from the Naval Academy at Annapolis, Maryland. There Ensign V. D. Herbst, USN, won the distinction of being the first Navy-trained naval aviator.

Early in January 1914, the USS Mississippi, which had been set aside for aviation experimental work, steamed south from the Philadelphia Navy Yard, picked up the whole of naval aviation enroute and transported it to Pensacola. Arriving on Tuesday, January 20, the Mississippi docked at the old Navy Yard and the Yard, once more activated became the U. S. Naval Aeronautic Station. The newly founded activity, under the command of the late Captain Henry C. Mustin, USN, boasted a complement of three instructors, twelve mechanics and eight planes. The planes, all seaplanes, were housed in tent hangars and operated from the beach now used by Squadron 7. On Monday, February 2, Lieut. J. H. Towers, USN, and Ensign Godfrey Chevalier, USN, made the first hop at Pensacola, a twenty-minute flight over the station near Bayou Grande. In the days that followed, emphasis was placed on the testing of engines, fuels, lubricants, instruments, flight clothing and similar items.

Before training could get away in earnest, the Mississippi and most of the aviators were dispatched on April 29, 1914 to Vera Cruz, Mexico, where naval aviation received its first trial under fire. In 43 days of action, the Pensacola aviation contingent scoured the harbor for mines and scouted over the enemy's lines.

Shortly after the Mississippi's return on June 15, 1914, she was sold to the Greek government. Immediately, the USS North Carolina, an armored cruiser, was named to replace her; however, before the North Carolina could report she was dispatched to Turkish waters.

At the time of the outbreak of hostilities in Europe in July 1914, France, Germany, Russia, Great Britain, Italy, Belgium, and Austria boasted more naval aircraft

than the United States. Moreover in 1917 the entire Navy had but 38 naval aviators. Following the entrance of the United States into World War I, the training activities at Pensacola were expanded to such an extent that at the time of the Armistice the personnel had risen to 438 officers and 5,539 men.

Two years after the establishment of heavier-than-air training at Pensacola, lighter-than-air training likewise was inaugurated. In 1917, the dirigible hangar which stands today on the southeast corner of Chevalier Field was constructed. Here dirigible pilots were trained until 1921 when lighter-than-air training was transferred to the Naval Air Station, Lakehurst, N. J.

In the intensive training program of World War I it became apparent that if naval aviators were trained in landplanes as well as in seaplanes there would be virtually no limit to the training possibilities at Pensacola. Moreover, it was reasoned that naval aviators would have to be trained in landplanes if the aircraft carrier was to become a reality.

In consequence, most of the town of Woolsey, which was located on the present site of Chevalier Field, was razed in 1920 and 1921 and the training center's first field came into being. Trees were cleared, the land leveled off and a landing strip 300 feet by 900 feet "in

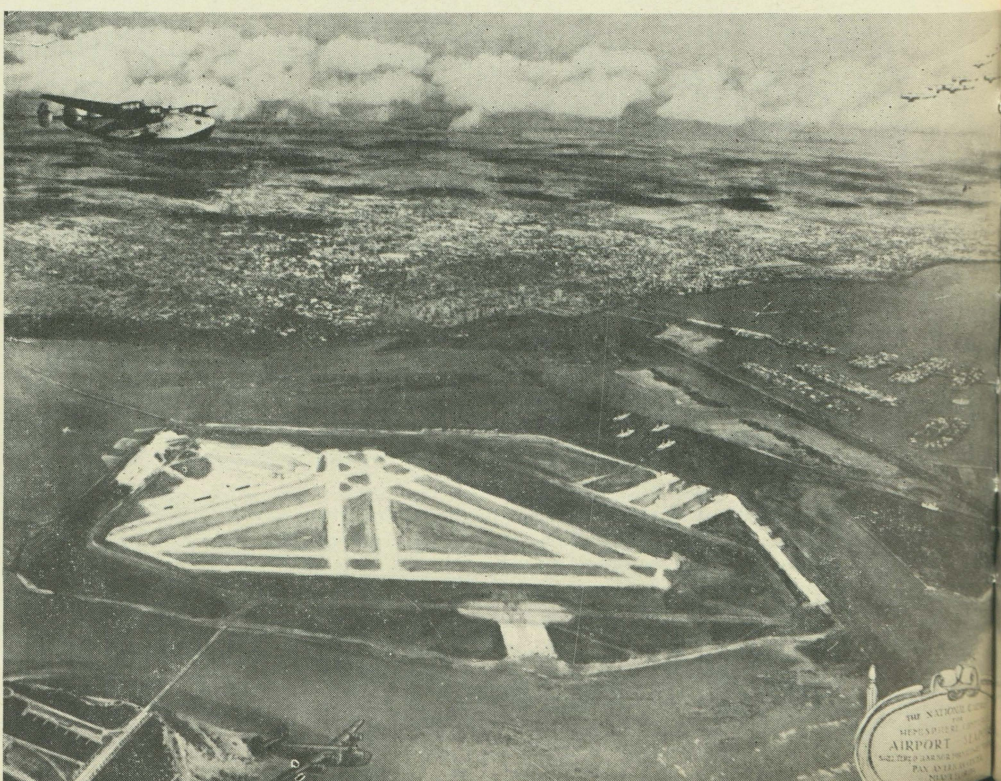
the direction of the prevailing winds" was begun on February 21, 1922. To augment the facilities of Station Field as Chevalier was then called, the city of Pensacola and Escambia County through the efforts of the Chamber of Commerce, acquired property north of the city and made it available to the station as a practice field. This field, now known as City Field, was the original Corry Field and was dedicated as such on December 7, 1922.

In the meantime, the USS Jupiter, a collier, was being converted into the USS Langley, the Navy's first aircraft carrier. Following her commissioning in Norfolk on March 20, 1922, the Langley steamed south and during the next several months conducted numerous experiments in and around Pensacola and the waters adjoining.

Three years later, the original 25 acres of Station Field having proved too small, the field was enlarged to a total of 62 acres. This expansion was begun in November, 1925.

By 1927 the city of Pensacola gave promise of expanding northward and encroaching on Corry Field, thus limiting its aviation potentialities. Guarding against this possibility, the original site of Corry Field was abandoned and the present site selected. The new field opened on July 9, 1927.

By 1930 it became evident that the original Navy Yard tract be-



hind the wall was not large enough to house all of the facilities of the expanding Naval Air Station. On August 7 of that year the razing of the town of Warrington, which lay to the west of the wall, was begun. Between that date and September 15, 1931 a total of 314 buildings, including residences, churches, schools, lodges and garages were moved. Many of these buildings were demolished altogether; however some of them were moved across Bayou Grande and rebuilt in the present community of Warrington.

In 1935, the aviation cadet training program was launched, the first class of 68 cadets arriving on July 20. Four weeks later—on August 16—they began their flight training.

Handicapped by the lack of facilities to handle the accelerated training program, a big building program got under way in 1936. Additional construction followed in 1939 and 1941.

Coincident with the building up of the Naval Air Station, auxiliaries were being constructed to round out Pensacola's training facilities.

Corry Field was the training center's first auxiliary. Originally located at what is now City Field, it was moved to its present location five miles north of the main station in 1927. Seven years later, the temporary buildings which had been erected at Corry were razed and modern facilities constructed. The field was dedicated on Saturday, December 8, 1934 by Admiral Ernest J. King, USN, who at that time was chief of the Bureau of Aeronautics; however, it was not until January 15, 1943, that Corry Field was commissioned as a naval auxiliary air station, with Comdr. John F. Moloney, USN (Ret.), as the station's first commanding officer.

The field is named for the late Lt. Comdr. William M. Corry, Jr., USN., a native of Quincy, and a pioneer of naval aviation who in 1920, gave his life in attempting to rescue his passenger after their plane had crashed and burst into flame. Posthumously, he was awarded the Congressional Medal of Honor for his heroic act.

Saufley Field, located twelve miles northwest of the main station was formerly a practice field known as Felton's Farm. The second of Pensacola's auxiliaries, it was placed in operation on August 22, 1940 and became a naval auxiliary air station on March 1, 1943. Lt. Comdr. George G. Mead, USN, had the honor of being the field's first commanding officer.

Saufley Field takes its name from Lieutenant (jg) Richard C. Saufley, USN, another of the pioneers of naval aviation. Credited with having set many of the early seaplane records, Lieutenant Saufley is also remembered for having drawn the first aerial map ever made of combat territory (Vera Cruz, 1914). One of the first instructors at Pensacola, it was while attempting to break one of his own records that death brought his brilliant and useful career to an end.

Ellyson Field, located seventeen miles northeast of the main station was placed in operation on October 1, 1941. The third of the training center's auxiliaries, it was commissioned as a naval auxiliary air station on January 20, 1943. To Comdr. Harold B. Grow, USNR, went the distinction of being the field's first commanding officer.

Ellyson Field honors the name of the late Commander Theodore Gordon Ellyson, USN, the first naval aviator. Commander Ellyson will long be remembered for having assisted in the development of the catapult and the design of the pontoons for the Navy's first seaplane. After several unsuccessful attempts, he made the first successful launching from a catapult. The scene was the Washington Navy Yard, the date, November 12, 1912.

Commander Ellyson met his death in a plane crash on February 27, 1928—his forty-third birthday—while rushing from Norfolk, Va., to Annapolis, Md., to be at the bedside of his little daughter who was seriously ill.

Bronson Field, fifteen miles west of the main station is the fourth of the training center's auxiliaries which was pressed into service on September 26, 1942, and commissioned as a naval auxiliary air

station on November 18, 1942. The field's first commanding officer was Commander Lannie Conn, USN.

Bronson Field is the namesake of the late Lieutenant (jg) Clarence King Bronson, USN. As an Ensign (1914), he was one of the first officers ordered to Pensacola for the flight training course. Shortly after qualifying as a naval aviator, he took part in the occupation of Vera Cruz, Mexico, and later saw aviation duties aboard the USS North Carolina. While flying near Indian Head, Md., on November 8, 1916 he was killed when his plane disintegrated in the air as the result of the premature explosion of a bomb.

Bronson Field is Pensacola's only auxiliary air station with both landplane and seaplane facilities.

Barin Field, Pensacola's only naval auxiliary air station not in the State of Florida, is located thirty-four miles west of the Naval Air Station in Baldwin County, Alabama. It was commissioned on December 5, 1942, with Commander Cameron Briggs, USN, as the field's first commanding officer.

Barin Field is named for the late Lieutenant Louis T. Barin, USNR, one of the first reserve officers to qualify as a naval aviator. A native of Portland, Oreg., he served during World War I at the Naval Air Station, Hampton Roads, Va., where he constantly risked his life in experimental work and test piloting which contributed greatly to the advance of aviation. Lt. Barin was especially well known as a stunt flyer and is credited with having perfected many of the aerobatics used in the service today.

Following the war he participated in the flight of the NC-1 from Newfoundland to the vicinity of the Azores. He was killed in a plane crash at San Diego, Calif., on June 12, 1920.

Whiting Field, the newest and largest of the naval auxiliary air stations, is located forty miles northeast of the main station. Placed in operation on July 1, 1943, it was commissioned as a naval auxiliary station in impressive ceremonies on July 16, 1943. At that time, Comdr. George S.

Gillespie, USN (Ret.), assumed duties as the field's first commanding officer.

Whiting Field honors the name of the late Captain Kenneth Whiting USN (Ret.), who died of natural causes on April 24, 1943. Arriving in Bordeaux, France, on June 6, 1917, he assumed duties as the commanding officer of the first American aeronautical unit to reach Continental Europe. After the war he helped convert the USS Jupiter into the USS Langley, aboard which he served as the carrier's first executive officer. Of all his many accomplishments in the field of aviation, Captain Whiting is perhaps best remembered for his contributions toward the development and perfection of the arresting gear used aboard aircraft carriers.

West Palm Beach Alert

A vast new airborne future was envisioned for West Palm Beach with the outlining of proposed developments for both private and commercial craft by the aviation committee of the Chamber of Commerce.

The chamber will promote an aviation association open to all interested in air travel, and will sponsor an air transport committee for expanding commercial air lines' activities and a personal aviation committee in the interests of privately owned planes.

The objectives of these committees are grounded in utilizing present facilities and creating new ones. Morrison Field was seen as a post-war national and international airport for passenger, mail, cargo, and express charter services. Lantana airport would be improved with additional facilities to supplement commercial service at Morrison Field. It also would serve private aircraft for the southern part of this city, Lake Worth, Lantana, Boynton Beach, and Delray Beach.

A new airport would be constructed near the northern limits of the city, to handle transportation for the air-minded of Palm Beach, Riviera, Lake Park, Jupiter and Hobe Sound.

Landscaped and beautified airstrips are projected within the city limits to provide for the landing and taking off of private planes, with possibly hangars nearby to house the planes of residents in the immediate area. Three such strips are proposed, to be located in the central area, west of the Seaboard Railway, the northern area, between 23rd and 44th streets, and the southern area, just north of the canal.

In addition, there would be air harbors, terminals for seaplanes and amphibians. At 59th street there is already a seaplane base being constructed by a private interest. A similar base is suggested for the southern part of town. The central district would be served by enlarging and rebuilding the old pre-war ramp at Bethesda Park.

Commuting by air will be an everyday affair after the war, the Chamber of Commerce foresees. It is expected that in time the George Washington and Pennsylvania and other water-front hotels will establish landing facilities for the use of guests arriving by seaplane and possibly operate their own amphibian service.

It was noted that the location of airparks near residential areas might appear objectionable to residents because of noise. Small aircraft, however, it was pointed out, will be developed in the post-war years to be no noisier than a speeding automobile in the street.

Designed to promote commercial air travel locally, the air transport committee will attempt to obtain every possible air line's service to West Palm Beach with a greater frequency of schedules. Cargo and glider service affording an outlet for the big farms in the Glades, for instance, will be provided.

The development of Morrison Field and environs into an industrial area was envisioned. Airways will be able to situate their maintenance shops and headquarters near the field and manufacturers of aircraft and accessories will find economical space for their operations.

Morrison Field being one of the principal ATC bases, it is felt un-

likely that it would be available for civil use for a considerable time. For this reason the chamber recommends that Lantana facilities be used to the maximum meanwhile. Eastern and National Airlines will be petitioned to route more flights to this city and to have some flights originate and terminate here.

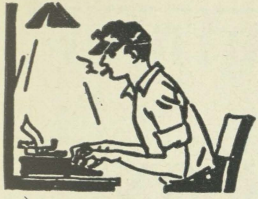
Air lines working from South and Central America also will be approached and offered the facilities of Morrison or Lantana Field.



HAVE YOU EVER SEEN ANYTHING LIKE THIS?

A stalk of corn with ear of corn growing out of tassel has attracted a great deal of attention in the victory garden of Miss Lizzie M. Lott in Tallahassee. Since Miss Lott is on the staff of Florida Highways, she put the phenomenon on exhibition in our office. Leon County's farm agent informed us corn growing out of a tassel as this did was a very rare occurrence (even though he had seen such a thing happen before), so we had our photographer make a picture of it for you to see and here it is.

In the 21 years from 1923 to 1944 the motor vehicle death rate for school age children (5 to 14 years) has dropped 35 percent under the impact of organized safety effort in the schools.



FLORIDA FOURTH ESTATE

Florida's Troubled Waters

THE FLORIDA SENATE has passed a "water control bill" that is no water control bill at all. The administration proposal has been changed in committee so as to take most of the determinative powers away from the State and place them in the hands of county commissions; efforts on the floor to strengthen over-all State control met with failure. Then the senators stuck in a provision which exempts from any control water which is used for direct human consumption, for the irrigation of crops, or for the watering of livestock. In short, the hole in the dike is so big that there is practically no dike at all.

The "water control bill" as outlined by the governor was attacked as putting too much and too arbitrary power in the State. But what is left is nothing.

Why the senators passed the bill at all is, to say the least, puzzling. To have killed it outright would have been more merciful.—Pensacola News.

Time to Act Now!

THIS PAPER WARNS Florida people that they need not hope for anything workable from the legislature on water conservation and fire control. The hour has passed and gone; the young lawyers have fumbled the ball and dropped it. The situation has passed beyond the consultation stage. Legal shyster-ing-around at Tallahassee will never stop a drainage ditch or put out a single one of the fires that darken the skies and choke the air we breathe.

This paper has stated many times that the white man has just about as little collective sense as some of the lower (?) animals. Here, in the midst of the most calamitous famine-breeding drouth in history, comes a story from the Kissimmee valley that will make one wonder—about a lot of matters. The cattlemen out there have been working day and night to stop destructive fires and were making great headway. Along the highway came a big auto and from the car window came a lighted match, and away went the prairie fire! Cattlemen raced along the roads begging grovemen to come with their spray trucks and all their "hands" to help them fight this new menace to their already dying herds.

Boy Scouts, supposed to be trained to fight forest fires as one of their main duties in life, have been found throwing matches out along the highways causing damage that runs into many thousands of dollars. It is everybody's business—and nobody's! Boys are seen going along the roads and through fields spreading fires.

Fire is ingrained on the Florida mentality. Grandpappy fired the woods, Pappy does it, and why should the kids stop now? We have drained off rich areas

running into millions; then set fire to them and burned them off to the sand, leaving a desert as bare as the Sahara. Legislatures come and go, talk about racing, divorces, raising taxes while Rome and Florida burns to death!

If this writer were governor, he would call on every available man to gather at the city halls and country cross-roads and have them proceed to dam every drainage ditch and canal almost to the brim. If it does rain, this would catch and hold something to go through the summer with.

The business man who sits on his hams now and lets "George do it" about managing the water resources of Florida will be hunting some other spot to spread his tent about this time next year.—Lake Wales Daily.

An Expensive Legislature

THE LEGISLATURE HAS voted total appropriations of \$27,469,395 for the coming 2 years, which makes it by far the most expensive legislature the State has ever had. The total is \$6,389,000 more than the 1943 session appropriated.

In new taxes, the legislature calls for about \$12,300,000. The bulk of this (\$6,000,000) comes from an added tax on beer, and \$3,000,000 more is added to the tax on strong drink. An additional \$2,000,000 is gained by adding one cent to the three cents per package on cigarettes, and an additional \$1,200,000 by adding to the tax on dog racing. This new tax money—and more—was asked for by Governor Caldwell, who believes it is needed to provide for increased appropriations for teachers' pay in the public schools and improvement of conditions at the State's several institutions for its unfortunates, etc. The heaviest cost is \$10,800,000 to provide \$250 per annum for each teacher unit in the public schools.

The governor failed on another tax item he called for—10 percent on monthly bills of patrons of the utilities. Instead, the legislature passed an act permitting municipalities to levy such a tax up to 10 percent, on the reasonable theory that the State had taken so much of revenue formerly going to cities that something should be left for them.—Bradenton Herald.

Now Can We See It?

THE IMMINENT danger of the destruction of south Florida's priceless soil, subsoil, and water resources is a hard thing to get across to some persons through newspaper articles and street corner conversations. But it should not be hard to get it across when it actually sears their eyeballs, burns their throats, and stings their noses.

Yet that is precisely what (Continued on page 32)

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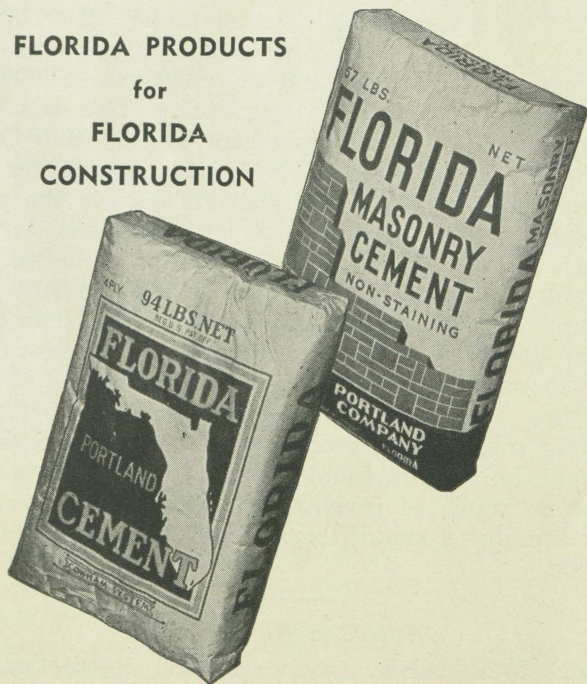
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County Activities and Personalities...

WALTON COUNTY commissioners and the school board at a joint meeting reached an agreement whereby an improved health system for the county can be put into effect. The two commissions agreed to put into their budgets for the ensuing year the sum of \$3,000 each, to be used for the improvement and enlargement of health work in the county.

■ Three Lake County commissioners, together with other citizens, met with a group from Orange County at Winter Garden recently and made a definite approach for the removal of water hyacinths from all lakes, canals and streams in central Florida. The group was organized under the name of the Central Florida Hyacinth Control Committee with Orange County Commissioner E. D. Cook and Lake County Commissioner Frank E. Owens as co-chairman.

■ The welfare and health reorganizations plans, established by the Community Welfare Planning Council, have been given approval almost in their entirety by the Orange County commissioners. An increase of \$52,607 in funds was arranged.

■ According to County Commissioner Paul Rardin, a new county road is under construction in the Pahokee section. It will be known as the American Legion road.

■ Pensacola Pilot Commission through Morris Levy, its secretary, has notified the county commissioners of the reappointment of Joseph Marques as harbor police for the port of Pensacola.

■ Polk County commissioners, through a resolution, gave support to the Scenic Highlanders and Road No. 19 Association in their fight to get construction started on this road just as soon as highway building is again underway in Florida.

■ Hillsborough County commission has offered a reward of \$50 for information leading to the arrest and conviction of anyone setting fire to and damaging property of other persons.

■ The Okaloosa County commissioners have provided expense money for a trip of four members of the county 4-H Club boys who went to Gainesville for the annual 4-H Club short course.

■ Broward County commissioners have expressed the opinion that the \$65,000 price cited by Mayor Morris, for the old courthouse is "possibly a little high." The commissioners are seeking bids for the old courthouse and Mayor Morris has been advised that this was a minimum price. The commissioners indicated that a lower bid would be accepted from the city.

■ Madison County board of commissioners has added a master pressure gauge to the home demonstration office equipment. This equipment makes it unnecessary to hold the county-wide canning equipment clinic as has been the practice. Pressure cooker gauges now can be tested in private homes. It is a free service.

■ Oscar Vaughn, member of Holmes County commission, has been critically ill for some time but is expected to be able to resume his duties in the near future.

■ Construction of a direct bridge from Stuart to the ocean beach has been pushed as a vital post-war project in Martin County. A group of Stuart businessmen have been conferring with Martin County officials on the Martin County project.

■ Hardee County commissioners have been advised by Commissioner W. T. Whitcombe that State Road No. 63 from Zolfo Springs west to Cowart's Corner will be paved within a short time.

■ Highlands County commissioners have prepared a resolution urging the early completion of Federal Highway 19 through their section.

■ Escambia County commissioners have made a contribution of \$500 to meet half the costs of an additional pump to supply water to the tuberculosis sanatorium.

■ The name of Dr. W. C. Hatchet,

present health officer of Huntsville, Alabama, has been certified by the Broward County commission for approval as director of the county health unit. If appointed, he will fill the vacancy caused by the death of Dr. Otto Schwab on April 17.

■ Dade County commission has disapproved the recommendation to change zoning to permit a 70-acre addition to a negro subdivision north of OpaLocka.

■ Marion County commissioners and Ocala city council have agreed to a joint arrangement whereby city officials will handle the money of Munroe Memorial Hospital. Under the set-up money received by the hospital will be turned in at the city hall and the city will assume payment of all hospital bills.

■ Sarasota County commissioners have approved requests for increases in salaries of the county superintendent of registration and the custodian of the courthouse.

■ Duval County commissioners listened to the opinions of a large delegation, representing civic organizations requesting that provisions be made in the new budget for a juvenile court building and detention home. The undertaking had previously been authorized by a State legislative act.

■ A highway in the southside of Jacksonville will be named in honor of General George S. Patton, Commander of the United States Third Army. Approval of the designation has been given by the Duval board of county commissioners.

■ Two roads on the revised plat of Siesta Key have been closed by the Sarasota County commissioners. The board also is considering a petition to open a road near Stickney Point.

■ Circuit Judge Joseph S. White ordered dismissal of a suit brought recently against the Palm Beach County commission in behalf of Greenacres City, stating "the things complained of are for the exclusive determination of the leg-

(Continued on page 30)

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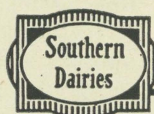
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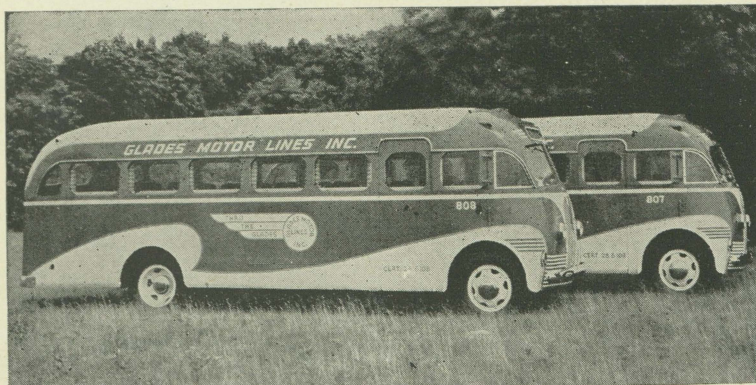
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IT HAPPENED IN FLORIDA . . .

AN INCUBATOR baby, weighing 2½ pounds, was deserted by its mother 3 days after its birth in a Tallahassee hospital but was doing well under the care of the Welfare Association . . . An unborn baby was killed by a bullet, fired accidentally by a Pensacola fisherman through the body of his wife.

★ St. Augustine residents sent cards, flowers, and gifts to Mrs. Sarah McKinnon, born May 16, 1843 in Dublin, Ireland, and a resident of the city for 61 years, on her 102d birthday . . . Mrs. Mary Moulton, 99, of Miami, announced that she will make a tour after the war lecturing war brides on how to care for their veteran mates.

★ WAVE Storekeeper 1/c Tina Irene Mazzarella, 22, identified as the daughter of Connecticut parents who had sought her as a missing person for 2 years, explained that she left home because she knew her father would not consent to her enlistment . . . When Pfc. Louis W. Jeter of Campa Gordon Johnston, told his commanding officer that his wife thought he was due for a promotion the CO replied that he would ask his own wife if he could give him one . . . Jacksonville relatives of Sgt. William J. DeHuszar were disappointed to learn that the sergeant will not be permitted to keep the Hungarian gold reserve which he found in a village in the Austrian Alps . . . Listed as Pvt. William Kelly, 25, a veteran of the China-Burma-Indian campaign, in convalescent hospital at Miami, told an officer that he is really William F. True, only now 18, and 14 when he enlisted under an assumed name.

★ Three youths, 14 and 15 years of age, are held in jail charged with breaking a soft drink bottle over the head of another boy in an attempt to rob him near Plant City . . . Miami observers discov-

ered that boys striking parking meters with their fists were making the needles jump back into over-parking zones thus forcing motorists to pay unjustified fines.

★ Held on open charges at St. Petersburg are an expectant mother, 15, and her fisherman husband, 38, who is said to have married her for a fee of \$150 to give a name to her child . . . The 15-year-old bride of a Miami sailor was held by authorities after her marriage to a second sailor in Connecticut . . . A Tampa fisherman, 38, sought annulment of his marriage to an 18-year-old Georgia girl when she left in his car with a soldier, 3 days after the wedding.

★ A Miami woman, suing for divorce, charged that her Swiss husband is a fascist-nazi sympathizer and refused to leave Trieste, where he still remains . . . A Pittsburgh woman came to Florida, posing as an investigator, exhibiting the picture of her husband to barkeepers, finally located her errant mate at Clearwater, as she suspected, in company of "another woman."

★ A legless man, living in Hollywood, sought and obtained from the government, a special priority for DDT in order to kill fire ants that had infested his wooden leg . . . A Tampa family is a little worried about what to do with a tropical bird of the parrot family which has taken up residence with them . . . Custodians of the flamingoes at Hialeah race track are encouraged by the discovery of one undamaged egg after raiding opossums destroyed the hatch of the colorful birds.

★ An organized ring of plant thieves is suspected in the disappearance in recent years of thousands of azaleas and camellias from Jacksonville parks . . . Meanest thief is the way the St. Augustine Record described the person who pilfered 25 men's suits, 40 pairs of trousers and 50 dresses

from a collection for victims of the Nazis.

★ A Jacksonville negro woman, registering to vote, was asked her party affiliation. She replied indignantly "I ain't no party woman—I stays home with my husband."

★ At St. Petersburg a defendant won acquittal on a charge of bribing a police officer with \$100 in cash. The \$64 question is—what becomes of the \$100, which neither claims?

★ At Jacksonville, a cub reporter on his first assignment listened and tried vainly to take notes during a discussion between Commissioner Guy L. Simmons, Building Inspector W. B. Simmons, and Planning Engineer George W. Simons, Jr. The weather was simmering.

★ Because T-5 Gerald Daley, now at Miami Beach redistribution station, was in a hurry to get back to the States from Biak island, he eagerly accepted the last seat in a returning plane—which cut short his last month of overseas service by two days and left him with 84 points instead of 85 needed for discharge.

★ Swarms of blind mosquitoes which descended on Kissimmee did not bite but they gave citizens an extraordinary cleaning problem as they died by the thousands all over town.

★ A ragged, dirty man of slight build, picked up by Tampa police as a vagrant, had \$1,000 in war bonds and bank books showing large deposits.

★ A visitor to Miami broke his leg when he fell while sleepwalking.

★ A new and inexperienced switchboard operator at a Miami bank noticed a strange button, punched it. Speedily the bank was surrounded with armed officers—yes, it was the burglar alarm.

★ Tallahassee was puzzled by two mysterious explosions, reported by residents six minutes apart on two evenings.

★ Drinks may be served by restaurants in Miami zones barred to taprooms but officers decided that the ratio of food to drink was too small in an establishment that

(Continued on page 31)

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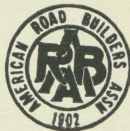
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Florida Skyways Filled With Our Transport Command Ships

Florida skyways in May marked a new milestone with the Air Transport Command's fourth anniversary. They also look for busier times in the coming fifth year as AFT steps into the biggest job in the history of air transportation—the flying movement of 50,000 fighting men each month from European battle fronts to the States and additional thousands across long Pacific supply routes to the Pacific war.

Along its 160,000 air-line miles, several thousand of which crisscross Florida, ATC flies a daily average of two million miles, the linear equivalent of 28 times around the world at the equator. Regular scheduled flights bring back more than 4,000 sick and wounded in air evacuation planes each month with more than a thousand of these coming home via Florida.

Florida, as a war-important port of aerial entry, also has figured heavily in the receipt of strategic materials flown from foreign producing areas. More than 90 percent of the foreign air freight coming to American factories for processing flies through Florida.

No single item can be described as "typical" freight carried by the Air Transport Command's nine foreign and domestic divisions. Pilots at the three major ATC bases in Florida—Homestead, Miami, and Morrison Army Air Fields—have memories of the varied cargoes they have carried in transport cabins. One flyer tells of his favorite passenger, a falcon, which he carried across the Himalayas to China. The falcon was to be used by Chinese ground troops for killing Jap carrier pigeons. Accompanying the falcon on his ATC flights was a box of mice which served as in-flight lunch for the bird.

Another strange air cargo left Florida recently packed into transport cabins—a locomotive, which was carried piecemeal to Mountbatten in Burma. On the eve of European D-Day, 55,000 pounds of mine-cutting equipment were flown to Britain's Navy along with hundreds of rolls of luminous tape for Allied paratroopers' helmet markers.

Return flights carry payloads also. Some of the types of cargo brought back are: Hog bristles, used for making gun brushes; feathers and down for flying suits and sleeping bags; tungsten for armor, armor-piercing shells, tools and filaments for radio-radar; mercury for shell detonators.

Last June the War Production Board informed ATC that there was only enough talc on hand to keep production of radio-radar tubes going another

10 days. ATC diverted three cargo planes from regular runs in its Central Africa Division; flew back to the States 25,000 pounds of talc from India. The first lots arrived in Miami four days after leaving India. Tube production went on.

It is always a payload for ATC. Many times it is America's most precious payload—the wounded and sick. Thirty-two thousand patients were returned in the big four-engine Skymasters during 1944 and sixty thousand were handled within the United States by ATC's Ferrying Division without accident or loss of a patient. Air evacuation ranks alongside blood plasma and penicilium as the world's greatest life savers and is considered to be one of the major morale factors in the Army today.

Another morale item under ATC's capable belt is fast foreign mail transport. More than five and one-half billion pieces of troop mail were moved abroad in the big planes. Mail tonnage equivalent to more than six billion V-Mail letters moved through Florida in ATC planes during one recent month.

While ATC has for sometime been making round-the-world flights, those globe girdling trips were accomplished as special missions, involving the transportation of high-ranking military men to various war fronts; cabinet members and diplomatic greats on urgent assignments.

Only recently was it revealed by Lt. Gen. Harold L. George, ATC's commander, that the final link—the 3,100 mile over-water hop from Ceylon to Australia—had been forged bringing close liaison between Allied commanders in the Far East and those in the Southwest and Central Pacific.

It is now possible to leave Florida's east coast on Monday, keep flying straight around the world and be back on Florida's west coast on Friday. ATC's time-consuming flights are setting new records every hour bringing Moscow, Berlin, Chungking, and Tokyo as close as your next-door neighbor.

Illustrating the magnitude of military needs in tire-building man hours, only eight airplane tires of a certain size can be built on one machine in 24 hours, compared to 325 of the 6.00x16 passenger tires.

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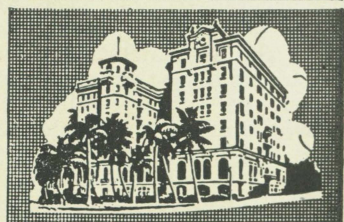
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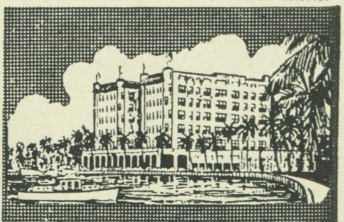


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Economy Guided Florida's First Legislators Back In Olden Days

By R. W. Patrick
Member, Governing Board
University of Florida

ONE HUNDRED years ago members of Florida's first general assembly acted on the principle of "he governs best who governs least;" and the meagerness of their appropriations implied their conviction that "least government" and "least expensive government" were synonymous terms, for a total of only \$56,009.57 was expended between July 26, 1845 and November 1, 1846. On a yearly basis this would amount to less than \$45,000, or the expenditure of approximately one dollar by the State in 1845 for every \$2,500 spent today.

The legislators of 1845 quickly indicated their determination to economize. At the second meeting of the house of representatives, Buckingham Smith of St. Johns County introduced a resolution authorizing the expenditure of \$30 for pens, ink, paper, and inkstands for the collective use of all members of the house, but Joseph L. Smallwood of Gadsden County objected to such an extravagant use of the taxpayers' funds. His resolution, which called on each house member to furnish his own writing material at his own expense was adopted and Smith's defeated.

Later in the session the senate and house provided a salary of \$1,500 a year for the governor and compensation which ranged from \$500 to \$800 for the heads of the executive departments. The legislators' own salaries were fixed at \$3 per day, and expenses of 10 cents per mile were allowed them for travel to and from Tallahassee. In the one and one-third years, between July 26, 1845 and November 1, 1846, almost 50 percent of the entire cost of government was allocated to defray the cost of the legislature. The second most expensive item in the budget related to the courts, which amounted to \$12,018.25 for judges, solicitors, contingent expense, and the supreme court.

More than \$6,600 was spent in the prosecution of criminal cases, and the cost of the executive branch of the government, including salaries for the governor, his secretary, and the cabinet members, was \$5,838.56. Only one of the other five general classifications of expenses amounted to a sizable sum, and that was for \$1,937.13, which represented the cost of the State census of 1845.

The almost unbelievably low figure of less than \$50,000 per year for the State government in 1845 may shock

the modern Floridian, who is accustomed to think of State appropriations in terms of millions rather than thousands. There were, however, certain political and economic conditions which made possible the small appropriations of 1845.

Those who objected to Florida's admission into the American Union had done so on the ground that the expenses of self-government would be too heavy a burden for the people to bear. The demand for economy, therefore, was widespread and it influenced the legislators to fix salaries below a just standard—the first governor of the State of Florida, for instance, received \$1,000 less than the last Territorial governor.

One hundred years ago the conception that an officeholder should be paid in honor, not money, was more prevalent than it is today, although the theory still applies with unabated vigor to those who serve the State as legislators. In 1845 there was no State government in a modern sense, for its activities were negligible and its direct effects small. Accepted modern necessities such as roads, schools, old age assistance, workmen's compensation, unemployment insurance, and the numerous commissions and boards

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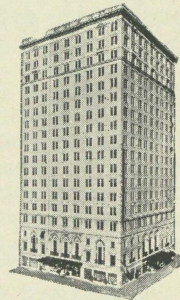
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which protect and benefit the citizen, were not a function of the State. In a haphazard way some of them fell within the province of local government, but the greater number were simply nonexistent.

As the State grew in population and wealth and as civilization became more complex, necessity dictated the assumption of more and more duties by the State; and as the services performed by the State grew in number and scope the cost of government was multiplied over and over.

The past hundred years have brought tremendous increases in the sums paid to public officials. The governor's salary has been multiplied eight times and the attorney-general's eighteen times. One important body of public servants, the members of the State legislature receive little more today than those similarly employed in 1845: in one respect their compensation is actually less, for one hundred years ago John Baldwin, representative of Dade County, was credited with 1,760 miles of travel at 10 cents per mile.

Although State appropriations are counted today in millions, not thousands, the burden of government is relatively lighter than it was in 1845.

BURTON F. MILLER WILL HEAD ARBA CONTRACTORS' DIVISION

Burton F. Miller has been named managing director of the highway contractors' division of the American Road Builders' Association, according to an announcement by James J. Skelly, president of the association, and Charles W. Smith, president of the division. Mr. Miller has been with the A.R.B.A. for 9 years and since 1940, he has acted as an executive assistant to Charles M. Upham, engineer-director. His duties in this capacity gave him an intimate knowledge of the activities and objectives of the contractors' division.

A graduate of law and a member of the bar of the District of Columbia, the new directing head of the largest organization in America devoting its entire efforts to problems of the highway contractor, he has been identified with the construction industry since 1933. Following a short period of private practice, he joined the Construction League of the United States, a federation of national associations in the construction field. His work with the league gave him a broad knowledge of the construction industry and the value of cooperative effort in association work. Throughout this period, he was actively engaged in liaison work before congress and government departments.

In announcing Mr. Miller's appointment, President Smith declared that the volume of post-war construction would far exceed any previous levels. "A program of such proportions will create many new problems, and it is

essential that the contractors be prepared through foresight and organized effort to meet these new situations as they arise. The highway contractors' division is planning a substantial expansion of activities in contemplation of post-war highways and airports," he said.

FLORIDA'S FUTURE IN AVIATION

(Continued from page 7)

present conditions any more than it is hampered by the past. There may be surprises as this lusty infant grows to maturity.

It is not guessing to predict that Florida will have an increasingly important part to play in national and international aviation. Within 10 years we may be on routes that will provide rapidity of travel now undreamed of to the far corners of the earth; our fresh fruits and vegetables may be moving partially by air; there may be planes in service that would dwarf a superfortress; power may be from jets or from some method now undiscovered. We do know that Florida's part in all that lies ahead is up to us. As long as we keep our feet on the ground, figuratively, and our eyes on the sky, literally, we stand to gain and to grow with aviation.

"Well, I guess I might as well put the motion before the house," said the chorus girl as she danced out on the stage.

The National Safety Council reports that most of the serious cases of infection start from small wounds. Get immediate first aid treatment for a cut or scratch.

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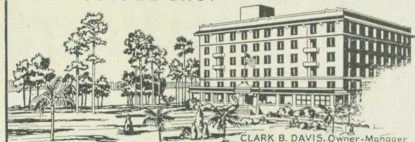
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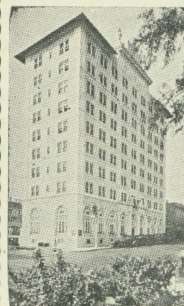
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Florida's First Revenue Act Designed to Raise \$50,000

R. W. Patrick
Member Governing Board
University of Florida

MEMBERS OF the present legislature of Florida, who enact revenue measures for a State that requires more than \$100,000,000 annually, may look back with envy on the apparently simple task which confronted the first general assembly one hundred years ago, for at that time the State government needed little more than \$50,000 for all operating expenses.

In spite of the limited needs of the State, the general assembly, which convened on June 23, 1845, faced an intricate problem in writing a revenue bill. As many Floridians had opposed the coming of statehood on the ground that Florida, with a sparse population and little wealth, could not afford the expense of operating as a self-governing commonwealth, the demand for economy in government was widespread. These first legislators, moreover, lacked the necessary information, such as the amount and value of land under cultivation, the volume of business, the number of inhabitants, and in general those facts upon which an intelligent system of taxation could be established.

Notwithstanding the difficulties confronting them, the house of representatives committee on finance, headed by Thomas Brown of Leon County, reported a revenue bill on July 7, 15 days after the assembly had convened. In making their report, the finance committee members laid down a series of basic principles which they considered fundamental to a sound fiscal policy: namely, that the State should pay all expenses in cash from current income, avoid the creation of a public debt, insist upon an economical government, and allow no favoritism in taxation. The members further stated that they had written their bill by first ascertaining the probable expenses of government, after omitting all unimportant offices and estimating salaries on a moderate basis, and then planning taxes to meet these projected expenditures. Expenses were estimated at \$41,500 for which a tax of \$52,500 was to be levied, \$11,000 of which represented the cost of collection and corrections for excessive calculations of probable revenue.

After days of debate a modified form of the committee's bill was passed by the house on July 15, by the senate three days later, and signed by Governor Moseley on July 24, 1845. This first revenue act of the State of

Florida levied taxes of from one-fourth to three-fourths a cent per acre on land and ten cents per \$100 valuation of town lots and buildings, from which an income of \$20,000 was expected. A tax of 37½ cents per slave and \$3 per capita on free male Negroes, between the ages of 21 and 60, was to net \$12,500, while levies against stocks of merchandise, and on the gross incomes of commission merchants and from auction sales was to account for \$10,000. Revenue from the total income of doctors and lawyers, and taxes on taverns, liquor stores, billiard tables, shares of stock, interest bearing notes, pleasure carriages, and public shows was to supply an additional \$10,000.

During the first year of statehood, the actually collected revenue was nearly 50 percent short of those expected returns, while expenditures were almost 35 percent in excess of estimates. Approximately \$28,000 had been collected by the end of October 1846 and State warrants had been issued for over \$58,000. The assembly had failed by a wide margin to achieve its expressed desire for pay-as-you-go government. In reality the

State ended her first fiscal year with a floating debt, in the form of treasury certificates, greater than the total yearly income from taxation.

The general assembly had also failed

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to follow the basic policy of its finance committee with respect to equality of tax levies. In proportion to their relative values, agricultural wealth was favored and commercial wealth penalized. Free negroes were singled out for a \$3 head-tax, although even the attempt to levy a 25 cent tax on white males was defeated. Hawkers, peddlers, and itinerant traders were assessed as much as \$100 for each county in which they sold goods; a tax, which if enforced would have eliminated the activities of these individuals.

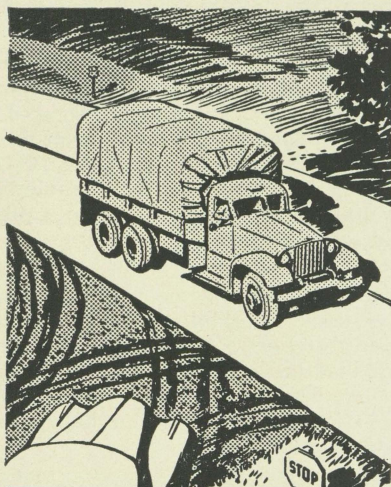
The assembly did establish an economical government, for the total State expenditures during the year did not amount to as much in dollars as there were individuals in Florida. The real expense of government in 1845, however, was borne by local political divisions of the State and, furthermore the central government provided for little more than the salaries of a handful of men in the executive, legislative, and judicial branches of the State.

The members of Florida's first general assembly did hope to provide an adequate revenue and their failure to immediately establish a sound fiscal

policy was in a large part the result of conditions beyond their control.

Beginning in May an average of 1,000 persons lose their lives each month through drowning in the United States. This monthly average continues through August.

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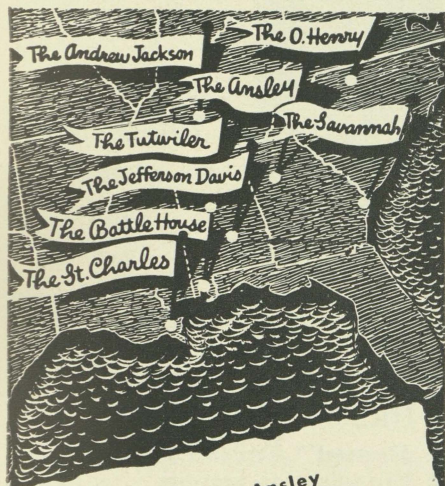
● The C. I. Capps Co., Inc., endorses and commends the splendid progress made by our State Road Department. We sincerely hope that all Floridians will aid and encourage the development of our highway system, in keeping with the wonderful opportunities which lie ahead in the bright post-war years.

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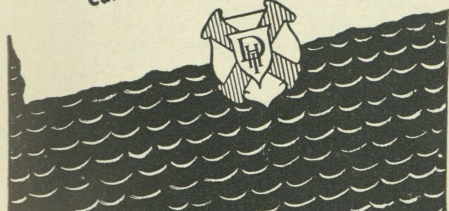
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COUNTY ACTIVITIES

(Continued from page 21)

islature and are not subject to review by the courts." The county commission was to take over the town of Greenacres as a board of trustees.

■ Forty thousand copies of a new booklet describing Dade County's 2,530 park acres and future projects have been published by Dade County commission.

■ Sidney H. Hurlbert, Duval County detective for 12 years, has been appointed special investigator for Duval County by the acting State attorney. Provision for his appointment was made at the recent session of the legislature.

■ Congressman Dwight L. Rogers has advised the Palm Beach County commission that he would try to pass a resolution providing that suit may be brought against the Federal government for payment of damages which might result from the deepening of an intracoastal waterway canal. This action was recently promised in a letter to the board of county commissioners.

■ At a public meeting of the Brevard County commission, the salary of Ray Tooley of Cocoa, who is serving as service officer to aid veterans of World Wars I and II, was raised to \$100 per month.

■ Sufficient funds to keep Clearwater's Farmers' Market operating through the summer months were assured when the city commission voted to match a \$300 appropriation from the Chamber of Commerce. County Commissioner John Chesnut outlined the value of the project.

■ Members of the Volusia County board of commissioners will receive an increase in salary according to a measure which went through both houses of the legislature in the closing days of the session.

■ Six months of drought is expected to bring considerable loss to Pinellas citrus growers during the coming season unless heavy rains arrive soon. Production figures last year were cut below normal by hurricane damage.

■ Legislation permitting Manatee County commissioners to establish a fund for post-war work has become law. Under the new law the commission is empowered to levy up to one mill for the county's post-war construction fund and to supplement it with surplus money from other county funds.

■ Leon County has been authorized through legislative action to appropriate \$150 per month as half of the salary of a county information officer for service men. The city of Tallahassee will meet the other half of the salary. The service officer project is sponsored by the Claude L. Sauls post of the American Legion.

■ Real estate transfers by the Broward County commission have been

validated through a bill passed at the recent session of legislature. Confirmation of land sales by the county requires legislative action.

■ Members of the Hillsborough County commission have indicated an interest in the suggestion for a rural fire control organization to operate on the same basis as the city fire department, in the county. Rube Allyn, Ruskin resident, offered the proposal.

■ Minutes of the Holmes County commission and school board will be published in the local newspaper in the future as the result of a local law enacted in the last session of the legislature.

■ The county commissioners of Columbia County, disturbed by preliminary census reports indicating a decrease in population, were to meet with the city commission of Lake City, heads of the Chamber of Commerce, and other persons to determine a plan for a more complete checkup.

■ St. Lucie County commission has been advised that some program must be effected to eliminate fires outside the city of Fort Pierce. The city maintains that the county must either take care of the rural fires or assume its proportionate share of the burden in fighting them.

■ The bridge across the St. Mary's River connecting the Brandy Branch section of Nassau County with their post office at St. George, Ga., will be rebuilt, members of Nassau County commission have been informed by the State Road Department.

■ Progress is being made on efforts to obtain a better road connection between Fort Myers and the new oil field in Collier County, President Harry Stringfellow has reported to the Lee County commission.

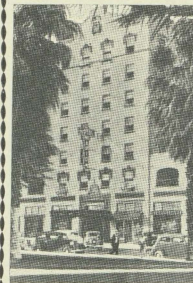
■ Indian River County commissioners have been requested to delay definite steps toward establishment of a proposed ocean bathing beach for local colored people. A committee of citizens representing the city of Vero Beach, the county and civic groups, as well as members of the colored race wanted to investigate the project first.

■ Commencing next January, Manatee County will have a jury commission composed of two people whose duty it will be to select names of persons to be drawn for jury duty. The function has been in the hands of the county commissioners but was transferred by enactment of a local bill the last session of the legislature.

■ W. A. Parrish, chairman of the Monroe County commission, has been named vice president of the recently organized Marathon Chamber of Commerce.

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IT HAPPENED IN FLORIDA

(Continued from page 23)

the ratio of food to drink was too small in an establishment that had in stock 70 cases of beer, 5 gallons of wine, 4 eggs and 6 slices of bread.

★ Serving an 8-months sentence for vagrancy and disorderly conduct at Ft. Lauderdale, Baron Dusan Livius Mosevitsh de Montenegro, was given considerable freedom to do odd-jobs, took advantage of it to go shopping for a padlock to bar his cell to other inmates whom he charged with stealing his cigarettes and books.

★ Jacksonville's pet shop 900-pound, 300-year-old alligator, Big Joe, lost a fight with two colleagues, died . . . Orlando police officers shot and killed a 4-foot alligator in Lake Cherokee with an 8-pound bass in its mouth . . . Ned Dorsey, 16, of Orlando shot and killed a 35-pound wildcat at Oak Haven grove . . . A Miami woman asked public officials to help her deal with a rat that is too smart to eat red squill or go near a trap . . . At Palm Beach an army officer set out poison for the varmint that had been tearing up his lawn, found next morning a dead armadillo.

★ Bishop, K-9 survivor of two parachute jumps and 20 months in the no-dog's-land of New Guinea got lost in civilized Miami . . . Pee-Wee, a mutt of uncertain ancestry has taken up regular residence on a pile of ice shavings at a Tampa ice plant.

★ City and county police cars, an ambulance, an emergency electric repair truck and seven Clearwater taxicabs were called to the Dunedin city hall by a practical joker.

★ Motorists filled their cars with oranges found in large quantities on the highway near Clewiston.

★ Two lonely St. Petersburg women advertised their house for sale just to get callers. It worked.

★ Fifteen sailors contributed blood to square the claim of the Dade County blood bank against Mrs. Doretta Zinke who was given several transfusions in an attempt to save her life after the fatal attack on her by bull terriers.

★ Burton Urdell, 11 of Miami Beach, found a bottle in Indian Creek containing a note written aboard the "Dorothea" somewhere in the Caribbean June 15, 1940, which read: "To whom ever finds this: I may or may not survive this storm. If I do it shall be by the grace of God. Please get this note to Ricardo Roy, Sleepy Hollow, South Haven, Mich. Ricky: Sorry I may not be able to join you on the cruise. I pray I may yet survive. I have one

wish for you. Tell mother and dad that I know the mistake I made and am sorry to the bottom of my heart. Regretfully yours, Dan." Beach police mailed the note to the Michigan address.

★ A Tampan was tried in city court one morning for two separate hit-and-run accidents . . . A young Tampan obeyed an impulse to hit John Dillinger, smashed with his fist a death mask of the noted outlaw on display in a theater lobby . . . Miami officials suspended an auxiliary policeman for taking night pictures of couples in Bayfront Park in what were described as compromising positions and conditions . . . two boys of 15 years were taken into custody near Key West with in their possession a blackjack, a jimmy, a 10-inch blade knife, cigarettes, candy, and aspirin . . . Tallahassee officers arrested a negro for stealing 200 pillow cases.

★ A Miami wrestler, answering his wife's divorce petition, asked the court to grant her decree on fair and reasonable grounds but not on her charge, which he said she dreamed up, that he threatened to feed her to the alligators . . . A woman died of a bullet wound in a school bus on the highway in Santa Rosa County and her husband said she shot herself during an argument with himself and her sister while on a pleasure trip with 10 school children from LaGrange, Ga. . . Two husbands of a woman charged with big-

amy at Pensacola, discussed what to do with their joint wife, agreed that No. 1 would waive all claims and No. 2 would pay court costs and assume her support . . . Police attempting to arrest a man at Miami for drunkenness were assailed by three women, hurriedly called reinforcements but not before one of the officers had lost his holster and shirt . . . The mother of a St. Petersburg youth, trying to aid him in his marriage plans with a 15-year-old girl, represented herself to the girl's parents as a probation officer, was arrested and fined \$100 for contributing to the delinquency of a minor

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... Three children of an aged Daytona Beach and Cincinnati man sought by court action to have him removed from the influence of a German alien nurse who married him in 1944 . . . The wife of a soldier overseas sued and was granted a divorce from him in Sarasota County in May 1944, he was killed in June but the divorce was not recorded until July, so she hopes to collect his insurance . . . After three weeks of married life a woman sued for divorce in Miami charging that her husband, who had falsely claimed to be an important international personage, forced her to use opium.

FLORIDA FOURTH ESTATE

(Continued from page 19)

the latest series of Everglades fires did to the citizens of Greater Miami yesterday. It sent up a pall of dense smoke that drifted eastward over the city and left the smarting, choking victim with the impression that he was living in Pittsburgh.

Now this smoke, much as it may irritate the senses, is only the marginal manifestation of a horrible fact. The fact is that this smoke is caused by fires which are burning up the deposits of centuries of humus in the Everglades. These fires are sweeping away in a decade nature's irreplaceable works of hundreds of years. And they are burning because man, in his greed for hasty exploitation of the land, has denuded the Everglades of water.

Right now the legislature, at Tallahassee, is in the last stages of pussyfooting over a water control bill that would attack the problem of restoration on a regional basis. The bill seems doomed to failure. However, a local bill has been passed which gives the Dade County commissioners a chance to do the best they can with the problem within the limits of their frontiers. This much is certain: Somebody has got to take hold and do a job without further delay. The penalty of failure will be the degeneration of this modern Garden of Eden into a near-replica of the Sahara desert.—Miami Daily News.

No Adequate Water Control

SOME MONTHS ago at a State-wide meeting held in Tampa a group of the State's best informed men conferred upon the necessity of the State's natural water supply and agreed to conserve water. Later the governor appointed a commission to further study the question and draw up a water conservation bill. That was done

and he sent it to the legislature with his approval.

Unexpectedly, and from what appears to be selfishly motivated sources, a considerable lobby appeared in Tallahassee to fight the water conservation measure. It was so successful that the bill as finally passed, and which leaves the matter in the hands of county commissions, which bodies do not want the responsibility and are not capable of handling it, amounts to nothing of value. Governor Caldwell is greatly disappointed, and so are supporters of conservation of natural resources.—Bradenton Herald.

Fish

NEW LAWS ARE being urged by the Fish and Wild Life Service to conserve and develop the Nation's fishery resources.

It issued yesterday a comprehensive

report on fisheries—the first of its kind in 50 years—which said:

"From a conservative viewpoint, the fisheries are perhaps the most poorly managed of all our national resources. Legislative regulations governing them, where they exist at all, are piecemeal, localized, and often based on lay opinion, superstition, or snap judgment, rarely on knowledge . . . Federal and State conservation agencies have everywhere been required to do their fishery conservation on a financial shoestring."

The service report recommended among other things that Federal expenditures for fisheries be raised to level comparable with those for other food industries, and that Congress authorize the Fish and Wild Life Service to cooperate actively with all the nations that share common fishery resources with the U.S.A. It recom-

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mended also that Federal laws be enacted to control water pollution.

But such recommendations probably will be opposed as in the past, and oddly enough some of the stoutest opposition, if history repeats itself, will come from certain elements of the fishing industry itself—which of course would benefit the most in the long run from wise regulation. It was exactly that kind of opposition in Tallahassee which so stoutly opposed Governor Caldwell's water conservation program—drainage interests which would benefit greatly by his proposed Water Resources Commission and its work.—Daytona Beach Evening News.

Choice of Values

GOVERNOR CALDWELL was sensible enough to veto the bill which would have forced the Florida courts to recognize all divorce decrees by "courts of other jurisdiction." As the governor pointed out, the language of the bill was so sweeping that it would not only have cleared up the moot legality of Nevada divorces, but it might have been construed as conferring status upon decrees issued in foreign countries.

direction of liberalizing the divorce rules at the very time when there is a general feeling that they should be tightened if anything. Indeed, one or two sensible proposals have been made for repealing the easy 90-day divorce provisions that have made Florida a catch-all for a business that is often sordid and sometimes verges on a racket.

The basic question is whether Florida wants to build its prosperity on a foundation of sound personal ethics and solid business values, or whether it wants to build a makeshift, honkey-tonk structure which is little more than a capitalization of human frailties and human unhappiness. The governor's veto has kept the decision from going to the one extreme; perhaps there is still time for the legislature to move in the direction of the sounder set of values.—Miami Daily News.

Now We'll See

HATS OFF TO Governor Millard Caldwell. We may not like some of the taxes he asked the legislature to enact but we can't deny his devotion to duty.

A majority of Florida lawmakers may be willing to ignore their constitutional obligations but the governor is not. To prove it he has called the legislature into special session to reapportion the senate. This State has been waiting a long while for a governor with enough backbone to do that much.

At noon today the two bodies will re-convene to do the thing they could easily have done during the regular session. Then we will see what we will see.

A die-hard north Florida majority, which has no intention of weakening its political hold on State affairs, probably still has the power to prevent the enactment of a fair and sensible reapportionment.

Governor Caldwell made this clear when he told the press Friday that it is for the legislators to decide whether any particular measure observes the spirit and intent of the constitutional provision relating to reapportionment.

At the same time he indicated his intention to hold their feet to the fire until some sort of senatorial reapportionment has been accomplished. That is something and for it south Florida is duly grateful. They would be even better pleased if Gov. Caldwell had insisted on the passage of a reapportionment bill that would have been fair to all sections of Florida.

Tallahassee is no summer resort and most of the lawmakers are more than ready to go home. Since the governor insists that they reapportion the senate membership before leaving the capital, whatever they do is likely to be done quickly.—Palm Beach Post.

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Transactions of Meeting of Florida State Road Department

HELD AT TALLAHASSEE JUNE 11, 1945

DRAFT OF MINUTES OF THE STATE ROAD DEPARTMENT MEETING OF JUNE 11, 1945 HELD AT TALLAHASSEE, FLORIDA

The State Road Department of Florida held its Second Quarterly Meeting for the year 1945 at Tallahassee, on the 11th day of June, with the following attendance:

F. Elgin Bayless, Chairman, Member from 3rd District; Courtney W. Campbell, Member from 1st District; S. Kendrick Guernsey, Member from 2nd District; Herman B. Fultz, Member from 4th District; Robert T. Carleton, Member from 5th District; J. Robert McClure, Secretary; L. A. Fraleigh, Jr., Assistant Secretary; J. H. Dowling, State Highway Engineer; L. C. Cannon, Assistant Highway Engineer; E. C. DeGarmo, Assistant Highway Engineer; W. A. Kratzert, Maintenance Engineer; E. S. Fraser, Bridge Engineer; W. M. Parker, Engineer Research and Records; C. J. DeCamps, Right of Way Engineer; Charles Hopkins, Federal Aid Engineer; H. C. Weathers, Engineer of Tests; J. W. Allen, Division Engineer 1st; J. R. Slade, Division Engineer 2nd; H. H. McCallum, Division Engineer 3rd; N. S. Emery, Division Engineer 4th; N. L. Bryan, Division Engineer 5th; Thos. M. Shackelford, Attorney; T. Paine Kelley, Assistant Attorney; W. M. Wainwright, Auditor.

APPROVAL OF MINUTES

On motion of Mr. Campbell, seconded by Mr. Fultz, the minutes of the meeting held March 12 at Tampa were approved.

APPROVAL OF MEMBERS' EXPENSE ACCOUNTS

On motion of Mr. Campbell, seconded by Mr. Fultz, the following Members' expense accounts were approved and ordered paid:

Bayless, 3-10 to 3-13	\$19.50
Bayless, 3-29 to 3-31	16.50
Bayless, 4-1 to 4-3	16.50
Fultz, 3-1 to 3-31	45.75
Fultz, 4-1 to 4-30	52.10
Fultz, 5-1 to 5-31	64.25
Guernsey, 1-7 to 2-29	34.90
Guernsey, 3-11 to 3-12	28.80

APPROVAL OF CONTRACTS AWARDED

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, pursuant to due advertisement, the Department did on certain dates, as hereinafter indicated, receive bids for the construction of certain projects and for the furnishing of certain materials and equipment, as hereinafter listed; and

WHEREAS, the firms hereinafter named were and are hereby declared to be the lowest responsible bidders therefor.

NOW, THEREFORE, BE IT RESOLVED, that the action of the Chairman in awarding the contracts hereinafter listed, be and the same is hereby approved, which said contracts are as follows, to-wit:

Construction

Bids received Mar. 15

9302-104 etc., 4, 140 & 176, Palm Beach-Broward, A. O. Greynolds Co., \$50,696.37.
4812-102 etc., 115, 10 & 54, Escambia-Okalooosa, Santa Rosa, Faulk & Coleman, \$57,-016.25.
3704-107 & 3701-104, 50, 1, Suwannee, Faulk & Coleman, \$8,741.33.
4904-902 etc., 10 etc., Franklin, etc., Faulk & Coleman, \$27,531.20.
8703-902 & 8714-103, 4-A & 149, Dade, Troup Bros., \$8,363.23.
0304-106, 0308-901, 27-164, Collier, Troup Bros., \$143,267.61.
2701-104 etc., 1, Baker etc., R. T. Gordon, \$105,440.92.
1025-102, 316, Hillsborough, Cone Bros. Cont. Co., \$33,494.03.

1501-110 etc., 15 etc., Pinellas-Hillsborough, W. H. Armston Co. Inc., \$89,517.20.
1102-103 etc., 2 etc., Lake, J. D. Manly Const. Co., \$13,208.94.
7002-110 etc., 4-219, Brevard, J. D. Manly Const. Co., \$11,711.99.
8801-104, 4, Indian River, J. D. Manly Const. Co., \$11,503.62.
7404-106, 13, Nassau, J. D. Manly Const. Co., \$88,406.60.
3603-901 etc., 5 etc., Marion, L. J. & W. L. Cobb, Inc., \$109,756.23.
2610-901 etc., 99 etc., Alachua, L. J. & W. L. Cobb, Inc., \$43,300.90.
9206-901 etc., 29 etc., Osceola etc., L. J. & W. L. Cobb, Inc., \$36,440.32.

Bids received Mar. 29

5900-103, 175, Wakulla, Faulk & Coleman, \$61,982.02.
2903-104 etc., 2, Columbia, Marion Contr. Co., \$38,954.56.
6007-103, 60, Walton, A. B. Covell, \$14,350.90.
9404-901 etc., 140, St. Lucie-Martin, McFarlin Const. Co., \$14,245.24.
4602-902, 10, Bay, Royce Kershaw & Co., \$28,663.10.
1616-103 etc., 61 etc., Polk, W. H. Armston Co. Inc., \$63,016.23.
2603-108, 5, Alachua, Jas. H. Craggs Const., \$102,241.50.
1603-902, 2, Polk, L. J. & W. L. Cobb, Inc., \$28,470.77.
2607-901 etc., 14, Alachua-Gilchrist, Coggin & Deermont, \$25,314.26.
1201-112 etc., 5 etc., Lee etc., R. B. Tyler Co., \$118,332.62.
1614-102, 2, Polk, Nolan-Dickerson, \$34,-846.56.
9314-901, 194, Palm Beach, McFarlin Const. Co., \$18,602.20.
2801-109, 13, Bradford, L. L. Hall Const. Co., \$19,252.61.
7701-107 etc., 3 etc., Seminole, Langston Const. Co., \$10,615.24.
7002-111 etc., 4, Brevard, Langston Const. Co., \$34,937.33.
7205-108 etc., 3 & 138, Duval, Duval Engr. & Contr. Co., \$73,267.83.
5313-104 etc., 159 & 42, Jackson-Jefferson, Faulk & Coleman, \$28,075.43.
3006-102, 452, Dixie, Faulk & Coleman, \$25,-561.86.
6104-901 etc., 39 etc., Washington etc., Coggin & Deermont, \$95,037.60.
1111-902, 21, Lake, J. D. Manly Const. Co., \$50,692.93.
7005-901 etc., 24 & 4, Brevard, J. D. Manly Const. Co., \$89,546.60.
9206-107 etc., 29, Osceola etc., J. D. Manly Const. Co., \$61,130.47.
7303-104, 140, Flagler, J. D. Manly Const. Co., \$26,212.51.
9001-103, 4-A, Monroe, Belcher Oil Co., \$88,-576.60.
9313-107, 143, Palm Beach, Brinson Const. Co., \$38,601.90.
DA-NI 45-A(1), 622, Polk, C. E. Const. Co., \$16,026.74.
DA-NC 44-A(1), 259, Clay, John Monaghan, Inc., \$60,678.32.
9304-902 & 8901-903, 4, Palm Beach-Martin, R. B. Tyler Co., \$34,455.21.

Bids received Apr. 3
5710-102, 165, Okaloosa, Peterson & Earnhart, \$9,670.25.
Bids received May 17
4606-105, 52, Bay, Hillyer & Loyan, \$355,-731.92.
6004-904, 152, Walton, Hardaway Contr. Co., \$43,870.50.
4800-901, 497, Escambia, Royce Kershaw & Co., \$19,326.00.
FS-FLA-3(1) P. C., F. S. Monroe, Belcher Oil Co., \$30,688.96.

Materials

Bids received Mar. 28
Treated Timber Piling fob DeFuniak Spgs., Pensacola Creos. Co., \$3,479.95.

Treated Timber Piling fob Panama City, Republic Creos. Co., \$19,360.00.

Bids received May 11

Concrete Pipe, Stuart Job 8900, Peninsular Conc. Pipe Co., \$6,676.00.

Equipment

Bids received Feb. 9

1 Portable Tandem Roller fob Ft. Pierce, M. D. Moody, \$1,485.14.

Bids received May 2

1 Portable Tandem Roller fob DeFuniak Spgs., Florida Equip. Co., \$1,232.55.
1 Portable Tandem Roller fob Tallahassee, Florida Equip. Co., \$1,232.55.
1 Bitum. Distributor, fob DeLand, Florida Equip. Co., \$3,360.83.
1 H. D. Tractor-Mower fob Baldwin, M. D. Moody, \$1,159.84.
3 H. D. Tractor-Mowers fob Baldwin, M. D. Moody, \$3,629.53.
1 H. D. Tractor-Mower fob Tampa, M. D. Moody, \$1,167.68.

BE IT FURTHER RESOLVED, that contract for the construction of Job. 5204-107 etc., Road 88 etc., Walton-Holmes Counties, bids for which were received on March 15, awarded to the second low bidder, Faulk & Coleman, at \$55,796.91, be and it is hereby approved because the low bidder, C. C. Moore Construction Company, declined to accept the job and make bond, and thereby forfeited certified check in the sum of \$3,000, given as surety deposit with its bid of \$44,993.95.

SUPPLEMENTAL AGREEMENTS

On motion and second as indicated, the following Supplemental Agreements were unanimously approved:

Motion by Mr. Carleton, seconded by Mr. Guernsey:

3615-102 & 3611-103, 81, State, Marion, L. J. & W. L. Cobb, Inc., \$7,393.00 Increase.
7010-104, 70, State, Brevard, J. D. Manly Const. Co., \$1,295.26 Increase.
AN-FAGN-WPGM 131-B(1) (ON), 341, F. A., Escambia, Smith Eng. & Const. \$1,961.98 Decrease.

Motion by Mr. Guernsey, seconded by Mr. Campbell:

7217-105 & 7217-106, 139, State, Duval, Duval Eng. & Cont. Co., \$220.00 Increase; Duval Eng. & Cont. Co., \$2,505.00 Increase; Duval Eng. & Cont. Co., \$60.00 Increase; Duval Eng. & Cont. Co., \$2,651.76 Increase.
DA-NC 44-A(1) (7114-301), 259, Access, Clay, John Monaghan, Inc., \$595.50 Increase.

Motion by Mr. Campbell, seconded by Mr. Guernsey:

SN-FAS 77(1), 17, Hillsborough-Pinellas, L. J. & W. L. Cobb, Inc., \$875.00 Increase.
1601-106, 17, State, Polk, Nolan-Dickerson, \$8,232.42 Increase.

Motion by Mr. Fultz, seconded by Mr. Campbell:

9001-103, 4-A, State, Monroe, Belcher Oil Co., \$9,949.40 Increase.
9304-902 & 8901-903, 4, State, Palm Beach-Martin, R. B. Tyler Co., \$2,321.10 Decrease.
SN-FA 107-B, C & E(1), 4-A, F. A., Monroe, Cleary Bros. Const., \$25,000.00 Increase.
4606-105 (CO), 52, State, Bay, Hillyer & Loyan, \$71,085.46 Increase.

BAY COUNTY—ROAD 52—PROJECT SECTION 4606—RIGHT OF WAY

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a part of State Road No. 52, in Bay County, located and surveyed and has designated the same as Section 4606, and has prepared a map showing location and survey of that portion of said Section 4606 beginning at intersection of 7th Street and Ohio Avenue in Lynn Haven, Florida, and extending

northwardly 1.792 miles to a point in Lot 40 in St. Andrews Bay Pecan & Fig Grove Subdivision of fractional Sections 33 and 34, Township 2 South, Range 14 East;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department, that it hereby approves the location and survey of said portion of Section 4606 and directs that a copy of said map of such location and survey certified to by the Secretary and the Chairman of the Department be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said portion of Section 4606 is necessary, practical and to the best interests of the State, and that it is necessary that the right of way for the roadbed, ditches and borrow pits for said portion of Section 4606 be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby authorized and requested, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said portion of Section 4606, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said portion of Section 4606, and to convey the same to the State of Florida, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said portion of Section 4606, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**DADE COUNTY—ROAD 370—SECTION 8724—
RIGHT OF WAY**

On motion of Mr. Fultz, seconded by Mr. Carleton, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a part of State Road No. 370, in Dade County, located and surveyed and has designated the same as Section 8724, and has prepared a map showing location and survey of said Section along NW 27th Avenue from State Road No. 26 to State Road No. 270;

NOW THEREFORE, BE IT RESOLVED by the State Road Department, that it hereby approves the location and survey of said Section and directs that a copy of said map of such location and survey certified to by the Secretary and the Chairman of the Department be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said Section is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches and borrow pits for said section be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby authorized and requested, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said Section, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said Section, and to convey the same to the State of Florida, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said Section, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

**MARION COUNTY—ROAD 2—SECTION
3603—RIGHT OF WAY**

On motion of Mr. Carleton, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a part of State Road No. 2 in Marion County, located and surveyed and has designated the same as Section 3603, and has prepared a map showing location and survey of that portion of said Section 3603 from a point in Section 27, Township 13 South, Range 21 East, 436.57 feet south of the south line of said Section 27, in center of present State Road No. 2, and extending northerly to Alachua County line,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department, that it hereby approves the location and survey of said portion of Section 3603 and directs that a copy of said map of such location and survey certified to by the Secretary and the Chairman of the Department be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said portion of Section 3603 is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches and borrow pits for said portion of Section 3603 be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby authorized and requested, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said portion of Section 3603, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said portion of Section 3603, and to convey the same to the State of Florida, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said portion of Section 3603, that the Chairman and the Secretary of the Department are hereby authorized to ex-

ecute for the Department the usual right of way contract with the County.

**OKEECHOBEE COUNTY—ROAD 59—
SECTION 9109—RIGHT OF WAY**

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a part of State Road No. 59, in Okeechobee County, located and surveyed and has designated the same as Section 9109, and has prepared a map showing location and survey of that portion of Section 9109 from point of intersection of State Roads 8 and 59 on south line of Section 17, Township 37 South, Range 35 East, and extending northerly and northwesterly a distance of 1.513 miles to a point in East $\frac{1}{2}$ of SE $\frac{1}{4}$ of Section 7, Township 37 South, Range 35 East;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department, that it hereby approves the location and survey of said portion of Section 9109 and directs that a copy of said map of such location and survey certified to by the Secretary and the Chairman of the Department be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said portion of Section 9109 is necessary, practical and to the best interest of the State, and that it is necessary that the right of way of the roadbed, ditches and borrow pits for said portion of Section 9109 be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby authorized and requested, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said portion of Section 9109, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and mainfe-

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nance of said portion of Section 9109, and to convey the same to the State of Florida, free of encumbrance; and,

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said portion of Section 9109, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

SEMINOLE COUNTY—ROAD 398—SECTION 7712—RIGHT OF WAY

On motion of Mr. Carleton, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had State Road No. 398, in Seminole County, located and surveyed and has designated the same as Section 7712, and has prepared a map showing location and survey of said Section, which extends from Orange County Line to junction point of said Road No. 398 with State Road No. 288;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department, that it hereby approves the location and survey of said Section 7712 and directs that a copy of said map of such location and survey certified to by the Secretary and the Chairman of the Department be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said Section 7712 is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches and borrow pits for said Section 7712 be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby authorized and requested, at its own expense, in its name, by its Commissioners, to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said Section 7712, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said Section 7712, and to convey the same to the State of Florida, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said Section 7712, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

VOLUSIA COUNTY—ROAD 21—SECTION 7906—RIGHT OF WAY

On motion of Mr. Carleton, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, pursuant to due authorization, the State Highway Engineer has had a part of State Road No. 21, in Volusia County, located and surveyed and has designated the same as Section 7906, and has prepared a map showing location and survey of that part of said Section, along Volusia Avenue, from Canal east to State Road No. 4;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department, that it hereby approves the location and survey of said portion of said Section and directs that a copy of said map of such location and survey certified to by the Secretary and the Chairman of the Department be filed in the office of the Clerk of the Circuit Court of said County;

BE IT FURTHER RESOLVED that it is the judgment of the Department that the construction of said portion of said Section is necessary, practical and to the best interest of the State, and that it is necessary that the right of way for the roadbed, ditches and borrow pits for said portion of said Section be acquired;

BE IT FURTHER RESOLVED by the Department that said County be, and it is hereby authorized and requested, at its own expense, in its name, by its Commissioners,

to secure by gift, purchase or condemnation, the lands necessary for the right of way for the roadbed for said portion of said Section, together with any and all easements for drainage ditches and borrow pits that may hereafter be found and determined necessary in the construction and maintenance of said portion of said Section, and to convey the same to the State of Florida, free of encumbrance; and

BE IT FURTHER RESOLVED that in the event the County agrees to secure the right of way for the roadbed, ditches and borrow pits for said portion of said section, that the Chairman and the Secretary of the Department are hereby authorized to execute for the Department the usual right of way contract with the County.

DELEGATIONS AND REQUESTS Proposed Central State Route for Interregional Highway

The delegations from Alachua, Marion, Lake, Polk, Hardee, Highlands and Sumter Counties appeared together in the interest of promoting the central route through Florida for the Interregional Highway, with Senator W. A. Shands as spokesman for the group.

Others who spoke in favor of this route were County Attorney M. R. McDonald of Highlands County, Senator Harry Johnson, G. G. Ware and S. L. Kilgore of Lake County, Senator Harry King, County Attorney Milton D. Wilson and Rep. Perry E. Murray of Polk County, and Senator Wallace Sturgis and Horace Smith of Marion County. Mr. McDonald stated that it was impossible for the central route to show the traffic flow of that route until a good road is built, so he requested the Department to proceed with the program started on Road 8-A from Leesburg through Highlands County, making it a post-war program highway. Senator King stated that this proposed Interregional Highway would be very important to his section, which had sent a large delegation to this meeting for this reason. He stated further that they believed the central route would be of the most benefit to the State.

Senator Sturgis suggested that the Federal Aid Route south of Lake City would fit right into this program. Mr. S. L. Kilgore of Lake County urged the construction of the uncompleted sections of this Route as early as possible. Mr. Ware endorsed the statements already made, and Mr. Horace Wright, Secretary of the Marion County Chamber of Commerce added his request for the early completion of Federal Route 19. Mr. Sam Harn, Secretary of the Gainesville Chamber of Commerce, made the observation that there is little difference between the proposed Central and Western Routes.

Representative James Hardin of Polk County stated that on account of the con-

gestion in Lakeland he would like very much to see a by-pass around the City.

Alachua County

The delegation from Alachua County included Senator W. A. Shands, Sam P. Harn, Secretary-Manager of the Gainesville Chamber of Commerce, and H. R. Stringfellow, Chairman of the Highway Committee of the Chamber of Commerce.

Senator Shands asked for the following roads to be included in the Federal Aid Secondary System:

New Road, Wacahoota to Williston.

New Road, Hawthorn to Melrose.

In Alachua County: Road from Gainesville to Williston, Road 103 from Rochelle to Micapony, Road 49 from Newberry to Worthington Springs, Road 14 from Newberry to Gainesville.

In Gilchrist County: Road 82 from Fort White to Trenton, Road 770A from Trenton to Chiefland.

Broward County

The Broward County delegation included Representative Sterling, Representative John S. Burwell, Frank Neville, Chairman of the Board of County Commissioners, and August Burghard, Secretary of the Ft. Lauderdale Chamber of Commerce.

Mr. Burghard asked that they be placed on record as favoring the location of the Interregional Highway on State Road 4, U. S. Highway No. 1.

He requested that the State Road Department make an effort to make a decision jointly with the War Department approving the location of a bridge across the Intra-coastal Waterway at Ft. Lauderdale on Road 177, Las Olas Boulevard. He said that the War Department declines to proceed without some indication of approval by the Road Department, and he further stated the Road Department has indicated that it cannot proceed without the approval of the War Department, and he asked that this "bottleneck" be corrected. Mr. Dowling advised that the Department hesitates to approve any plans since no funds are provided in its budget or post-war program for the construction of a new bridge at this location.

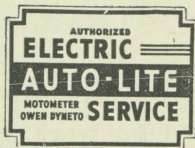
Duval County

Registering as a delegation from Duval County were J. F. Hammond, Chairman of the Board of County Commissioners, and Arthur Sollee, County Engineer, who requested that work on the Hogan Road be

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Pine and Cypress

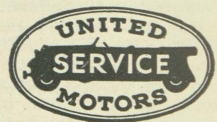
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resumed, and that the Department proceed along the proper lines toward the construction of the proposed new route from Jacksonville to Valdosta.

Those who registered to appear later in the interest of the Interregional Highway along the East Coast were T. C. Imeson, Chairman of the Jacksonville City Commission, and Earl Q. Martin, of Florida Portland Cement Company.

Hardee County

Senator Wilbur C. King, of Zolfo Springs, from the 27th District, appeared with the delegations interested in Federal Route 19, and the Central Route for the Interregional Highway.

Highlands County

The Highlands County delegation included Senator Wilbur C. King, N. B. Jackson, Chairman, and A. C. McAulay, Sol McClelland and A. J. Tubbs, Members of the Board of County Commissioners, M. R. McDonald, County Attorney, and A. C. Altwater, Secretary, and Payne M. Sebring and H. S. Jones of the Sebring Chamber of Commerce.

They appeared with the delegation interested in promoting the completion of Federal Route 19 and the selection of the Central Route for the Interregional Highway.

Hillsborough County

The Hillsborough County delegation comprised the following: Fred W. Ball, Chairman of the Board of County Commissioners, Ed. Carroll, County Engineer, Leslie Blank, Chairman of the Highway Committee of the Chamber of Commerce, Judge C. Edmund Worth, Member of the Highway Committee, and A. K. Dickenson and J. E. Sherifan of the Tourists and Convention Bureau of the Chamber of Commerce.

Mr. Blank stated they had received a report which placed Tampa 5th on the Interregional Plan of Highways. He submitted a brief they had prepared showing Tampa's position, and he outlined that Tampa was not fighting any other section of the State but they felt that these Interregional highways were for the purpose of connecting populated centers.

Judge Worth speaking on the subject of the Interregional highways, stated they felt that great importance should be attached to the Presidential Interregional Highway Committee and the system set up by them was based on scientific study and cold facts and not the idea of helping any particular man or section. He stated that U. S. Highway No. 41 should be carried on down and stop at a Metropolitan city and not stop at Lake City, and that this be included in the Interregional System from Lake City to Tampa as included in the Presidential Committee Report. This should come after the 33,900 mile system has been taken care of. He filed a brief with the Board, and requested that it be submitted to the Public Road Administration at the time the Road Board sends in its recommendation.

Mr. Ball assured the Board that the County Commissioners are in thorough accord with the requests outlined by Judge Worth. He filed a map of Hillsborough County with markings indicating suggestions from the County Commissioners for use of the Department in its survey to improve traffic conditions in congested areas. He also presented a resolution from the Commissioners asking the Department to plan for the early resurfacing of the balance of Davis Causeway to Memorial Highway.

Mr. Dickenson and Mr. Sheridan spoke in the interest of a park on the northern side of the east end of Gandy Bridge, giving an estimate of the cost of the proposed project, including piers and highways, at \$166,778.00. Chairman Bayless suggested that this proposition be made to the Florida Forest and Park Service.

Application was made by Mr. Collier McCall of St. Petersburg for permission to establish a fishing camp at the west end of Gandy Bridge.

Mr. Frank Traynor had previously filed complaint because of the danger of fishing from Gandy Bridge and Davis Causeway and requested some regulations to prevent further accidents. He reported one death

which had already occurred on Gandy Bridge from this cause.

On motion of Mr. Carleton, seconded by Mr. Campbell, the proposition made by Mr. McCall was denied.

Lake County

The Lake County delegation included Senator Harry P. Johnson, Representative Tim N. Seller, H. K. Stokes and H. Pryor Jones, County Commissioners, J. W. Hunter, County Attorney, G. G. Ware, Bank President, Sam Peacock, newspaper editor, and S. L. Kilgore, businessman.

Mr. Kilgore as spokesman asked for work on Road 36 from Wildwood to Leesburg, stating that this road has been greatly damaged by military traffic and its condition is now dangerous to traffic. He observed that it is not in the budget for this year but requested the Department to make an inspection to determine if it constitutes a menace, deserving of emergency consideration.

The entire delegation appeared with the Route 19 group, as outlined above, and urged its early completion.

Marion County

The delegation from Marion County comprised Senator Wallace Sturgis, Horace Smith, Secretary of the Marion County Chamber of Commerce, W. Clarence White, Chairman of the Board of County Commissioners, L. B. Folks and Waldo Priest, Members of that Board, and L. B. Thrasher.

Senator Sturgis made the following requests:

(a) That the Department take over Moss Bluff Bridge on Road No. 351 and make repairs.

(b) That survey be made of Road 45 from Road 500 to Salt Springs.

He extended an invitation to the Board to hold a meeting at Ocala, and included the wives and the attaches in his invitation.

Martin County

Representative Evans Crary, 1945 Speaker of the House, who is also Attorney for the Board of County Commissioners of Martin County, was the spokesman for that delegation.

Mr. Crary stated that the gentlemen from

St. Lucie wanted to know the policy of the Department in regard to securing the right of way for Interregional Highway, U. S. No. 1. Upon being asked by Mr. Crary as to who would pay the cost of this right of way, Mr. Dowling stated the Federal Government would participate up to 33 1/3 percent of the cost. Chairman Bayless advised Mr. Crary and the other members of the delegation that the policy of the Board is to ask the counties to secure the right of way. He further stated that as soon as tentative survey and route have been determined the County Commissioners will be asked to secure the right of way.

Mr. Crary stated that Martin County would be very happy if the Department would take over the Jensen bridge in that county.

Nassau County

Chairman John T. Ferreira and Members John H. Goodbread and Arnie A. Jones of the Nassau County Board of Commissioners, I. J. Hudson, Superintendent of Roads, L. G.

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Thompson, President of the Fernandina Chamber of Commerce, E. J. Johnson, Chairman of the Planning Board of the Chamber of Commerce, and P. E. Stapleton, Chairman of the Fernandina Port Authority, appeared as a delegation from Nassau County.

Mr. Johnson made the following requests, and filed letters supporting the said requests:

(1) Reconstruction of the bridge over Amelia River, on Road 13, the only entrance to Fernandina.

(2) A list of bridges and culverts to be constructed with the 80 percent surplus funds accrued to credit of Nassau County. He stressed the importance of these bridges to the county and urged favorable consideration of this request. He said the County would make a formal request by resolution asking that these funds be used in this way.

(3) Also included in the 80 percent fund list were the reconstruction of Fletcher Avenue, Road 45-3, and the building of a new by-pass road to American Beach.

(4) 500 linear feet of sidewalk on Road 13 in Fernandina.

(5) 4,000 linear feet of sidewalk from highway to schoolhouse at Hilliard.

Orange County

Mr. A. C. Slaughter, Secretary of the Greater Orlando Chamber of Commerce, attended the meeting in behalf of Orange County.

Polk County

The Polk County delegation included Senator Harry King, Representative James Hardin, Representative Perry Murray, Roy P. Gladney, Chas. G. Adler, M. M. Ebert and W. T. Duggan, County Commissioners, Milton D. Wilson, County Attorney, and Mayor John Maxcy of Frostproof.

The group had appeared with those interested in Route 19, and in obtaining a central route for an Interregional highway, and spoke on that subject.

Mr. Wilson asked that Road 79, which has been completed from the Polk County line on the west as far east as Lake Wales and carries a great amount of traffic, to be placed on the Federal Aid System. He also requested that Road 30 be reconstructed. These requests were heartily endorsed by Representative Murray.

Mayor Maxcy spoke in behalf of Road 8 from Frostproof to Avon Park, stating the road is at least 20 years old and is worn out.

Putnam County

County Attorney James H. Millican, Jr., and Ed. Sims, President of the Putnam County Chamber of Commerce, appeared in behalf of Putnam County.

Mr. Millican requested the reconstruction of State Roads 45, 80, 340 and 308 in Putnam County, at a cost for materials estimated by the Department's Division Engineer to be approximately \$36,000.00. He stated the county could pledge \$1,000 as its share this year, with perhaps a like amount in next year's budget.

He also asked for a survey of Road 261-A as soon as the Department can find it convenient to take care of it.

Sumter County

Representative J. C. Getzen, James West, County Attorney, George Perry and C. M. Brown, County Commissioners, were present from Sumter County.

Mr. Getzen and Mr. West expressed their appreciation for what has been done for their county, especially on Road 23. Mr. Getzen asked that the Department's Right of Way Division prepare the deeds on the stretch of road south of Bushnell as soon as possible. He requested that a street in the city of Wildwood be taken over for maintenance, and that something be done with Road 36 from Leesburg to Inverness, and Road 22 from Floral City to Bushnell.

Written Requests for Completion of Route 19

The Secretary presented the following resolutions which had been filed, asking for the early completion of Federal Route 19:

Sebring Lions Club
Sebring Rotary Club
Sebring Chamber of Commerce
Sebring Firemen, Inc.
Lake County Board of County Commissioners
Polk County Board of County Commissioners

A comprehensive brief and set of maps were sent in by L. H. Kramer, President of the Route Nineteen Association.

ADJOURNMENT FOR LUNCH HOUR

When the Board adjourned at this time, they accepted the invitation of the Jacksonville Chamber of Commerce for a luncheon to be held at the Cherokee Hotel, where representatives of numerous organizations along the East Coast asked the privilege of presenting their requests to the Board.

East Coast Delegations at Cherokee Hotel

The meeting was called to order and was presided over by Mr. Brown L. Whatley, President of the Jacksonville Chamber of Commerce, who thanked the Members of the Road Department for meeting with them and introduced the Members and Officials of the Department to those present.

A copy of a resolution, proposed for consideration and adoption by the delegations, setting out their endorsement of the report of the Committee appointed by the President for a plan for the construction of an integrated system of highways defined as the Interregional Highway System, adopted by Congress and known as the Interstate High-

way System, and approval of the routes proposed for Florida, was furnished to each person present, the said Florida routes being as follows:

1. State Road No. 1 from Alabama State Line to Jacksonville.

2. State Road No. 2 from the Georgia State Line to Lake City connecting with State Road No. 1 at Lake City.


3. State Road No. 3 from the Georgia State Line to Jacksonville.

4. State Road No. 4 from the Georgia State Line to Miami via Jacksonville, Daytona Beach, West Palm Beach to Miami.

5. State Road No. 21 from Daytona Beach to DeLand.

6. State Road No. 2 and No. 17 from DeLand through Sanford, Orlando, Haines City to Tampa.

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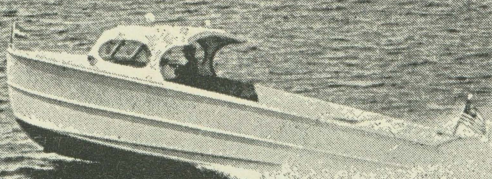
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merce, Jacksonville, spoke in behalf of the Interregional System of Highways as set up and endorsed same.

Mr. Evans Crary, Representative of Martin County and County Attorney, said that he felt the people of his county would be pleased with the program. He observed that the order of the roads as listed did not mean any priority in which they are to be constructed.

Mr. Dewey Wilcox, County Commissioner of St. Lucie County, stated they were satisfied with the present alignment through their county and wanted it left where it is. Mr. R. S. Dymond, City of Daytona Beach, stated they are perfectly happy with the plan as it is.

Mr. B. Butt of the East Coast Highway Association, stated the resolution as presented for adoption, to be placed before the Road Department, was satisfactory and he approved it as it was.

Mr. A. A. Poston, County Commissioner of West Palm Beach, speaking in behalf of the County Commissioners' Association, stated they would be satisfied if these roads could be built as outlined.

Mr. B. M. Beach, Mayor of Hollyhill, stated they should be united in keeping the routes where they are proposed, and requested that Road 1 along the East Coast be built. Mr. August Burghard, Chamber of Commerce, Ft. Lauderdale, stated he hoped to see the East Coast route made the No. 1 highway.

Mr. Frank D. Upchurch, St. Johns County and St. Augustine Chamber of Commerce, stated they were behind this program, and opposed to adding anything to it. He also stated the roads should come through the cities and not around them.

Mr. Alex McWilliams, County Commissioner of Indian River County, requested that the Department not forget the East Coast, and also suggested that the cities and towns need the highways through them. He also suggested that the least said about North and South Florida, the better off everyone will be.

Mr. Joe Hammond, County Commissioner of Duval County, stated that the gentleman from Indian River County spoke his sentiments.

Mr. H. M. Pack, Chamber of Commerce and City of Ormond, stated they wanted No. 1 to stand where it is.

Mr. C. Frank Whitehead, Mayor of Jacksonville, stated as his opinion that it would be beneficial to Florida if this road goes through the cities of Florida.

Mr. Thomas C. Imeson, City Commissioner of Jacksonville, stated he believed the resolution covered the situation satisfactorily and that the Presidential Committee did a good job, as he considered it an unbiased report and the roads should go as suggested. He requested the Road Board to approve the program by July 1st and expedite its operation.

Mr. Ralph J. Blank of the Palm Beach Resources Board, said that Palm Beach County was grateful that the Jacksonville delegation in this all-state and state-wide manner had gotten this group together, and expressed appreciation on behalf of the group from the East Coast for this opportunity.

AFTERNOON SESSION Office of the Chairman

The resolution referred to above, requesting the State Road Department to endorse to the Public Roads Administration the program as outlined, without delay, adopted and executed by the delegations present at the luncheon session, was now presented to the Road Board.

EXTENSION OF FEDERAL AID SYSTEM

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, it is expedient and necessary for the proper improvement and development of the Federal Aid System, and Federal Aid routes, in the State of Florida that a further extension of the Federal Aid System be effected; and

WHEREAS, there exists sufficient unal-

lotted mileage of the present permissible mileage of the Federal Aid System in Florida to permit the construction of a proposed extension of the said Federal Aid System to effect the necessary improvement and development of the said system;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida, that the following described and designated extension to the Federal Aid System is necessary for the proper improvement and development thereof, to-wit:

The extension of 36th Street in the City of Miami, easterly from its intersection with Federal Aid Route No. 3 to an intersection with State Road No. 182 in Miami Beach, Florida, along the route delineated upon the map attached to and accompanying this resolution.

BE IT FURTHER RESOLVED that the Public Road Administration, Federal Works Agency, be petitioned to approve the proposed extension described herein, and its addition to the Federal Aid Highway System.

BE IT FURTHER RESOLVED that necessary certified copies of this resolution be transmitted to Public Roads Administration, Federal Works Agency.

ADDITION TO NATIONAL FOREST HIGHWAY SYSTEM

On motion of Mr. Campbell, seconded by Mr. Carleton, the following resolution was unanimously adopted:

WHEREAS, it is expedient and necessary for the proper improvement and development of the National Forest Highway System, in the State of Florida, that a further addition to the National Forest Highway System be effected;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida, that the following described and designated addition to the National Forest Highway System is necessary for the proper improvement and development thereof, to-wit:

An addition to the National Forest Highway System, being State Road No. 261, through the Ocala National Forest,

between Rodman in the County of Putnam, in a southerly direction through Marion County and Lake County to a location upon State Road No. 55 which is two and one-half miles north of the town of Pittman, along the route delineated upon the map attached to and accompanying this resolution.

BE IT FURTHER RESOLVED that the Public Roads Administration, Federal Works Agency, be petitioned to approve the proposed addition described herein, and its addition to the National Forest Highway System.

BE IT FURTHER RESOLVED that necessary certified copies of this resolution be transmitted to Public Roads Administration, Federal Works Agency.

SALARY OF STATE HIGHWAY ENGINEER

On motion of Mr. Fultz, seconded by Mr. Campbell, the salary of the State Highway Engineer was ordered increased to \$625.00 per month, effective June 1, 1945.

CANCELLATION OF OLD COUNTY ACCOUNTS

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, there exist upon the records of the Auditor of the Department charges or debits against certain counties and municipi-

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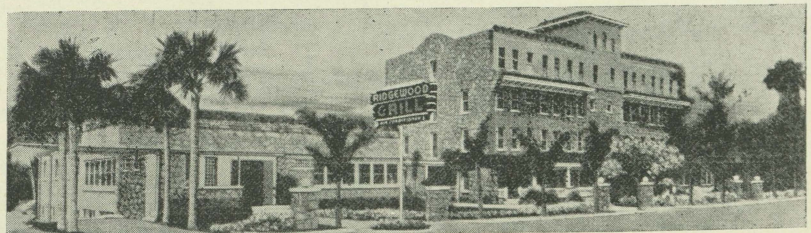
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paities of the State, created in connection with acquisition of right of way or other rights, for the construction of roads; and

WHEREAS, by Act of the Legislature enacted on the 8th day of May, 1945, being House Bill No. 447, the State Road Department is authorized in its discretion to cancel and charge off any and all charges and accounts against any county or municipality which may have become due prior to January 1, 1941, when it may appear that equitable grounds exist to justify the cancellation of such charges; and

WHEREAS, the charges listed below against the respective counties and municipality named became due prior to January 1, 1941, and it has been made to appear that equitable grounds do exist to indicate that the said charges should not be collected;

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of Florida, that the charges or debits against the counties and municipality named below, in the sums specified, as shown upon the records of the Auditor of the Department, be cancelled, discharged and charged off, and the Auditor of this Department is directed to note this action of the Board by this Resolution, upon his records and books of account, the charges hereby cancelled being:

June 1, 1926 Board of County Commissioners—Calhoun County, \$2,199.55.

Mar. 22, 1934 Board of Bond Trustees—Bradford County, \$410.16.

June 11, 1935 Board of County Commissioners—Hillsborough County, \$7,863.90.

Dec. 1, 1937 Board of County Commissioners—Pasco County, \$11,291.00.

Feb. —, 1939 City of Waldo, \$1,000.00.

Aug. 11, 1939 Board of County Commissioners—Lake County, \$35,035.33.

Feb. 5, 1940 Board of County Commissioners—Broward County, \$20,000.00.

Dec. —, 1940 Board of County Commissioners—Jackson County, \$2,417.45.

RENUMBERING OF FLORIDA ROADS

On motion of Mr. Guernsey, seconded by Mr. Fultz, the plan for renumbering the State Road System, as prepared by Mr. W. M. Parker, division Engineer of Research and Records, be and it is hereby approved and accepted.

FEDERAL TAX ON FREIGHT

The matter of handling freight shipments of road materials was presented, and it was agreed that a committee consisting of the State Highway Engineer, the Auditor, the Attorney, the Traffic Manager, and the Secretary, make a thorough investigation and submit a report with their recommendation at the next meeting.

APPROVAL OF PROPOSED ROUTES FOR INTERREGIONAL HIGHWAYS

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that the State Road Department of Florida does hereby give its approval to the proposed routes for inter-regional highways in the State of Florida, as recommended by the National Interregional Highway Committee, in its report of January 1, 1944, and presented to this Department by the Public Roads Administration.

BE IT FURTHER RESOLVED, that certified copies of this resolution be submitted to the Public Roads Administration.

REQUESTS FOR ADDITIONAL INTERREGIONAL HIGHWAYS

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED that the State Road Department of Florida hereby makes requests to the Public Roads Administration for two additional routes for Interregional Highways in the State of Florida, viz: From Lake City south to Tampa, and a central route south from Lake City to Miami, as shown on the map of proposed interstate routes in Florida as prepared by the State Road Department, with no designation of priority between these two routes.

BE IT FURTHER RESOLVED that certified copies of this resolution be submitted to the Public Roads Administration.

PRESIDENTIAL HIGHWAY

On motion of Mr. Fultz, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED that U. S. Highway No. 1 in Florida shall be known as "Presidential Highway," and that the other states through which this highway runs be requested to adopt this name.

CONNECTING LINK IN CASSELBERRY IN SEMINOLE COUNTY

On motion of Mr. Carleton, seconded by Mr. Campbell, the connecting link in the City of Casselberry, in Seminole County, be and it is hereby approved as shown on the map.

MAINTENANCE IN CLEARWATER

On motion of Mr. Carleton, seconded by Mr. Fultz, it was agreed to take over for maintenance Gulf-to-Bay Boulevard in the City of Clearwater and discontinue maintenance of Drew Street.

ROADS TAKEN OVER FOR MAINTENANCE

On motion of Mr. Campbell, seconded by Mr. Fultz, the following roads, sections of roads, and connecting links be taken over for maintenance, effective immediately:

Duval-Nassau, 348, From Road 1 to Road 13, 5.686.

Marion, 47-A, From Citra to Road 2, 6.500.

Marion, 38, From Weirsdale to Pedro, 11.500.

Levy, 240, From Morriston to County Line, 3.000.

Citrus, 16, From Dunnellon to Red Level, 12.000.

Citrus, 268, From Road 22 to Homosassa Springs, 6.000.

Orange, 24, From Apopka to County Line, 9.000.

Lake, 24, From the County line to Road 44, 2.000.

Orange, 296, From Fort Christmas to Road 22, 14.000.

Sumter, 210, From Tarrytown to Road 22, 6.500.

Seminole, 202, From Oviedo to Road 44, 6.000.

Polk, 34, From Lakeland to Pasco County line, 19.500.

Polk, 359, From Eagle Lake to Road 8, 10.500.

Polk, 564, From Winter Haven to Dundee, 7.000.

Pinellas, 360, From Welch's Causeway to Indian Rocks, 6.000.

Manatee, 34, From Road 32 to the county line, 5.500.

Manatee, 18-A, From Cortez to Anna Maria, 6.000.

Putnam, 80, From Rd. 267 at Melrose to Road 14, 7.000.

Santa Rosa, 265, From Jay, south, 7.500.

Marion, 351, Moss Bluff Bridge.

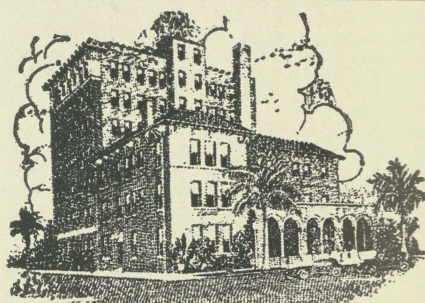
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Orange-Lake, 290, Road 55 through Lake Gem to Rd. 2, 7,500.

Escambia, 535, Road 7 at Olive to Road 1-A, 2,000.

Hillsborough, 395, E. End Davis Causeway to 545, 3,750.

Hillsborough, 64, E. End Gandy Bridge to Road 545, 1,500.

Broward, 361, From Road 149 to Road 4, 6,500.

Broward, 518, From Road 140 to Road 4, 1,500.

ROADS IN PUTNAM COUNTY

On motion of Mr. Carleton, seconded by Mr. Guernsey, it was agreed to recondition Roads 45, 340 and 308, in Putnam County, with the understanding that the County will continue to assume maintenance upon their completion.

FLORIDA AVENUE IN TAMPA

On motion of Mr. Campbell, seconded by Mr. Guernsey, it was agreed to rebuild Florida Avenue in the City of Tampa, from the Apex south to Hillsborough Avenue, with the understanding that same is to be turned back to the city and county for maintenance.

ROAD 36 WILDWOOD TO LEESBURG

On motion of Mr. Carleton, seconded by Mr. Guernsey, it was agreed to repair Road 36 from Wildwood, in Sumter County, to Leesburg, in Lake County, using Emergency Funds for said work.

SIDEWALK ON ROAD 13 IN FERNANDINA

On motion of Mr. Guernsey, seconded by Mr. Fultz, it was agreed to construct 500 linear feet of sidewalk along Road 13, in front of Fernandina High School, in the City of Fernandina, and approaches to the beach from the end of Road 13.

BY-PASS ROAD TO AMERICAN BEACH

On motion of Mr. Guernsey, seconded by Mr. Carleton, it was agreed to construct a new connection road to American Beach, at Fernandina, Nassau County.

RIGHT OF WAY BOND FROM BREVARD COUNTY

On motion of Mr. Carleton, seconded by Mr. Campbell, the following resolution was adopted:

BE IT RESOLVED, in the interest of expediting the proposed resurfacing and construction of Section 7006, Road 140, from Mebourne Beach south a distance of approximately 13 miles, in Brevard County, pending the prompt acquisition of necessary right of way deeds by the Board of County Commissioners of Brevard County, this Department agrees to accept in lieu of said deeds a surety bond from said Board of County Commissioners in the sum of \$10,000.00, said Bond to indemnify the Department against any damage that might arise on the question of said right of way.

BE IT FURTHER RESOLVED that the engineers of the Department be instructed to proceed with this work upon delivery of the above described Bond.

BRIDGES OVER INTRACOASTAL WATERWAY

On motion of Mr. Fultz, seconded by Mr. Guernsey, it was agreed to give the matter of the bridges over the Intracoastal Waterway further consideration, for action at a later date.

PURCHASE OF UNITED STATES SECURITIES

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, the State Road Department has set up its financial program with reference to the building and maintenance of State Roads and the purchase of roads and bridges for the period of the year 1945; and

WHEREAS, the State Road Department has to its credit in the Treasury of the State of Florida in the State Road License Fund—Gasoline, monies which cannot be expended under its financial program because of the war emergency within the period of one year; and

WHEREAS, it appears that the said monies may not be required for the purpose of carrying into effect its financial program for any definite period of time;

NOW THEREFORE, BE IT RESOLVED that the Chairman of the State Road Department be authorized and directed to purchase, with the approval of the Governor, the Comptroller, and the Treasurer of the State, for the account of the Department out of the money to the credit of the Department with the Treasurer in the State Road License Fund—Gasoline, United States 7/8 percent Treasury Certificates of Indebtedness of Series E—1946, in the amount of \$3,000,000.00, the same to be deposited with the State Treasurer to the credit of the Department in lieu of the money so expended.

UNITED STATES SECURITIES

On motion of Mr. Guernsey, seconded by Mr. Campbell, the following resolution was adopted:

WHEREAS, under authority of a resolution adopted by the State Road Department at its regular meeting on the 21st day of June, 1944, the Chairman of the Department did purchase as an investment for the State

Road License Fund—Gasoline, United States 7/8 Treasury Certificates of Indebtedness of Series C-1945, in the amount of \$2,000,000.00; and

WHEREAS, the said Treasury Certificates matured under the terms thereof on the 1st day of June, 1945; and

WHEREAS, upon the maturity of the said Treasury Certificates the Chairman of the State Road Department did exchange the same as an investment for the State Road License Fund—Gasoline, for United States Treasury .90 percent Notes, Series D-1946 in the amount of \$2,000,000.00, which said United States Treasury notes were deposited for safe keeping by the Treasurer of the State of Florida in The Florida National Bank at Jacksonville, Florida;

NOW, THEREFORE, BE IT RESOLVED that the exchange of the said 7/8 percent Treasury Certificates of Indebtedness for

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United States Treasury .90 percent Notes by the Chairman of the Department, and all action taken and things done by the Chairman to effectuate the change be, and the same are hereby ratified and confirmed.

DEATH OF M. E. SANDERS, EMPLOYEE

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, it is with the deepest regret that the members of the Department have learned of the death of Mr. M. E. Sanders, one of its valued employees; and

WHEREAS, Mr. Sanders entered the employ of the Department in the month of June, 1923, and was continuously employed until the date of his death on May 27th, 1945; and

WHEREAS, during the term of his employment his duties were discharged with the utmost loyalty, efficiency and diligence;

NOW, THEREFORE, BE IT RESOLVED, that in the death of Mr. Sanders the Department has suffered the loss of a loyal, efficient and valuable employee, of outstanding character, fidelity and integrity.

BE IT FURTHER RESOLVED, that the members of the Department do extend and express to Mrs. Sanders and to the surviving relatives and members of Mr. Sanders' family, our deepest sympathy and condolence in their bereavement.

BE IT FURTHER RESOLVED, that this resolution be recorded upon the Minutes of this meeting and that a copy thereof, appropriately inscribed, be presented to Mrs. Sanders.

DEATH OF GEORGE HOWELL FENDER

On motion of Mr. Campbell, seconded by Mr. Fultz, the following resolution was adopted:

WHEREAS, George Howell Fender, of Haines City, Florida, prior to his entering the armed forces of the United States was an employee of the State Road Department of Florida in the First Division; and

WHEREAS it has come to the attention of the Department that he has paid the supreme sacrifice in line of duty in the service of his country,

NOW, THEREFORE, BE IT RESOLVED that this Department deeply regrets the loss of this brave and loyal American and valued employee, and does hereby extend to his family the deepest sympathy in their sad loss.

BE IT FURTHER RESOLVED that a copy of this resolution be furnished to the family, to the Haines City press, and that it be spread upon the permanent minute records of this meeting.

DEATH OF J. WALTER DAY

On motion of Mr. Fultz, seconded by Mr. Guernsey, the following resolution was adopted:

WHEREAS, it is with the deepest regret that the members of the Department have learned of the death of Mr. J. Walter Day, a former employee of the Department but recently employed by the State as Executive Secretary for the Traffic Advisory Committee to the War Department; and

WHEREAS, during the term of his employment with this Department, as Chief Clerk of the Division of Research and Records, his duties were discharged with the utmost loyalty, efficiency and diligence.

NOW, THEREFORE, BE IT RESOLVED that the members of the Department do extend and express to Mrs. Day and the sons and daughters, and to the surviving relatives, our deepest sympathy and condolence in the bereavement.

BE IT FURTHER RESOLVED that this resolution be recorded upon the Minutes of this meeting and that a copy thereof be presented to Mrs. Day.

RESIGNATION OF T. M. SHACKLEFORD, JR., ATTORNEY

Mr. T. N. Shackelford, Jr., Attorney for the Department, personally appeared before the Board and submitted his resignation effective at the close of business June 30, 1945, stating that the demands of his private practice made it impossible for him to continue his official duties.

On motion of Mr. Guernsey, seconded by Mr. Fultz, the following resolution was adopted:

BE IT RESOLVED by the Members of this Board that it is with sincere regret that we receive the resignation of Thos. M. Shackelford, Jr., as Attorney, and it is reluctantly accepted effective June 30, 1945, with unanimous expression of sincere appreciation for the valuable and loyal services rendered by Mr. Shackelford, and a feeling of personal and official loss to the members of this Board.

ELECTION OF ATTORNEY

On motion of Mr. Fultz, seconded by Mr. Campbell, it was unanimously agreed to appoint Mr. Calvin Johnson of Tampa as Attorney for the Department, effective July 1, 1945, succeeding Mr. Shackelford, resigned.

QUITCLAIM DEED TO CONSOLIDATED NAVAL STORES COMPANY

On motion of Mr. Carleton, seconded by

Mr. Fultz, authority was given to the Chairman and Secretary to execute for the Department a quitclaim deed to Consolidated Naval Stores Company, covering certain land which was obtained from Florida Industrial Company for use as an airport in Osceola County, but which is no longer needed for that purpose, and by agreement reverts to the original owner thereof, now succeeded by Consolidated Naval Stores Company.

ADJOURNMENT

By common consent the meeting was adjourned, with agreement to hold the next meeting at Daytona Beach on a date to be fixed by the Chairman.

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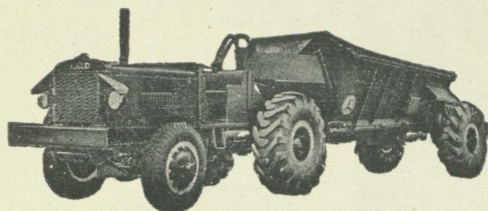
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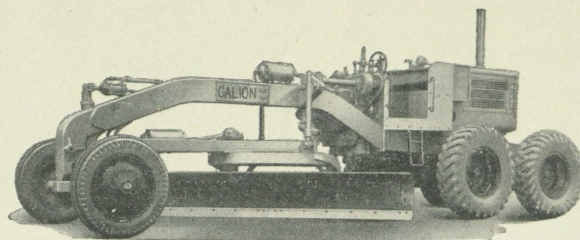
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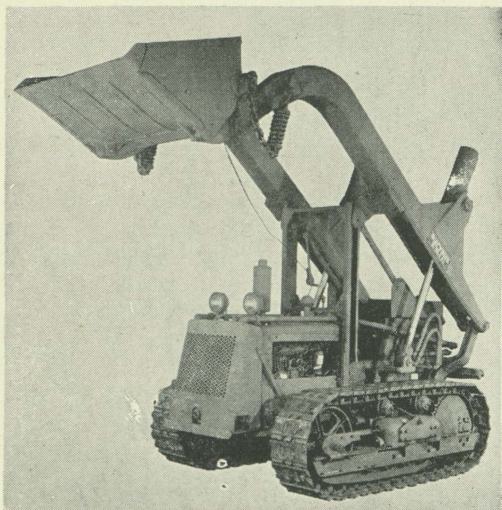
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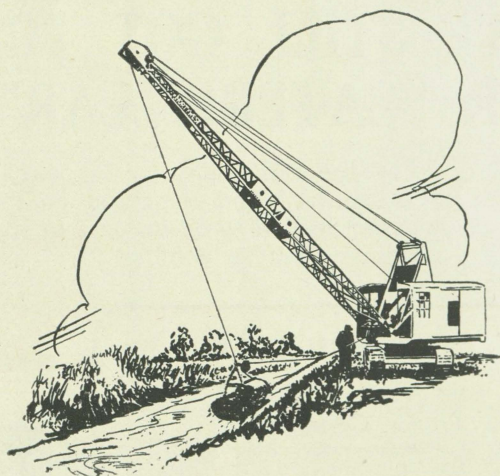
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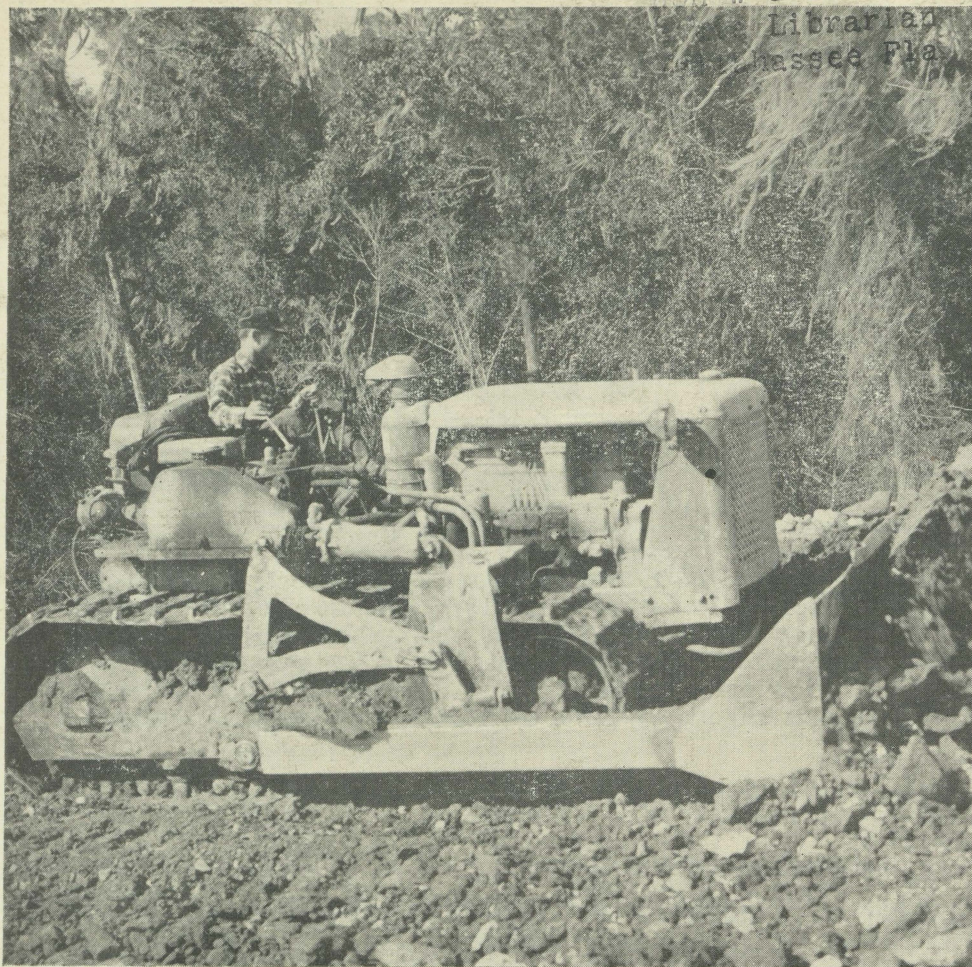
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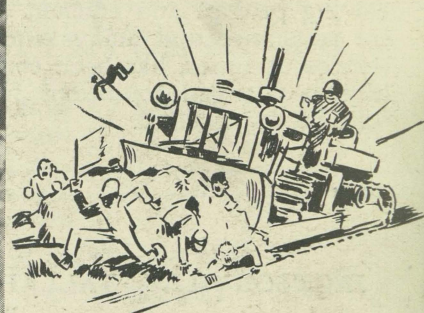
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